



**AGENDA
TOWN OF SUPERIOR
PLANNING COMMISSION
TUESDAY, June 16, 2015
7:00 p.m.**

- 1) Call to Order
- 2) Roll Call
- 3) Approval of Agenda
- 4) Public Comment on Consent Agenda and/or Non-Agenda Items (5 minutes per person)
- 5) Consent Agenda
 - a) Approval of the February 17, 2015 minutes
- 6) Discussion of Bicycle and Pedestrian Wayfinding Guidelines
- 7) Staff Announcements/ Miscellaneous
- 8) Adjournment



TOWN OF SUPERIOR PLANNING COMMISSION

MINUTES OF FEBRUARY 17, 2015

The Planning Commission for the Town of Superior met in a regular meeting on February 17, 2015 at the Town Hall, 124 E. Coal Creek Drive, Superior, Colorado.

CALL MEETING TO ORDER

Vice Chairperson Mommaerts called the meeting to order at 7:00 p.m.

[Call to Order](#)

CALLING OF THE ROLL

Present: Vice Chairperson Robert Mommaerts, Commissioner Phyllis Hardin, Commissioner Mark Lacis, Commissioner Jerry Malia, Commissioner Jason Reese, Commissioner Anthony Stewart, Planner Fred Fox, Attorney Liz Cross, Associate Planner Lisa Ritchie. Absent: Chairperson Jim Sawtelle and Commissioners Joanne Eaton and Tom Ricker.

[Roll Call](#)

APPROVAL OF THE AGENDA

Commissioner Lacis moved to approve the agenda. Seconded by Commissioner Malia. Ayes – 6 (Hardin, Lacis, Malia, Mommaerts, Reese, Stewart). Absent – 3 (Eaton, Ricker, Sawtelle). Motion carried.

[Approval of Agenda](#)

CONSENT AGENDA

Commissioner Lacis commented that on page one of the minutes it should read “.....where he didn’t know what he was getting himself into....” Commissioner Lacis moved to approve the minutes of January 20, 2015 meeting. Seconded by Commissioner Reese. Ayes – 4 (Hardin, Lacis, Malia, Mommaerts). Abstain – 2 (Reese, Stewart). Absent – 3 (Eaton, Ricker, Sawtelle). Motion carried.

[Consent Agenda](#)

DISCUSSION AND REVIEW REGARDING AMENDMENTS TO CHAPTER 16, THE LAND USE CODE, OF THE SUPERIOR MUNICIPAL CODE

Fred Fox, Town Planner, said this item is for clean-up work on the Land Use Code. The last major update was in 2010 with a few modifications since then. These edits are minor such as typographical errors, eliminating conflicting provisions and providing clarifying language. The staff report basically has the list of the changes and he thought it would be useful to look at the list and then look at the attachment which is language that is lifted out of the Municipal Code and red-lined. This will be forwarded to the Board of Trustees for approval and then the website will be updated and the actual written code will be updated in the same manner. He suggested that the Commissioners review the articles by articles. Lisa Ritchie, Associate Planner, then showed the red-line version on the overhead and the Commissioners discussed the changes. It was decided to go article by article.

Commissioner Lacis moved to approve Resolution #PC-2, Series 2015 A RESOLUTION OF THE PLANNING COMMISSION OF THE TOWN OF SUPERIOR RECOMMENDING APPROVAL OF MINOR AMENDMENTS TO CHAPTER 16 OF THE SUPERIOR MUNICIPAL CODE with two suggestions. Under Section 16-10-20 – General requirements – the minimum area for a PD shall be two (2) acres instead of one (1) acre and the other was to give Staff direction to look at revising the proposed definition for “Construction trailers” and present that to the Board for their review. Seconded by Commissioner Malia. Ayes – 6 (Hardin, Lacis, Malia, Mommaerts, Reese, Stewart). Absent – 3 (Eaton, Ricker, Sawtelle). Motion carried.

[Discussion and review regarding amendments to Chapter 16, the Land Use Code, of the Superior Municipal Code](#)

STAFF ANNOUNCEMENTS

Lisa Ritchie, Town Staff, gave an update.

[Staff Announcements/ Miscellaneous](#)

ADJOURNMENT

Vice Chairperson Mommaerts adjourned the meeting at 8:16 p.m.

[Adjournment](#)



Item #6

INFORMATION FOR THE SUPERIOR PLANNING COMMISSION

AGENDA ITEM NAME: Bicycle and Pedestrian Wayfinding Guidelines

MEETING DATE: June 16, 2015

PRESENTED BY: Lisa Ritchie, Associate Planner

PRESENTED FOR: Discussion

Overview

This evening, the Planning Commission will begin discussions for Bicycle and Pedestrian Wayfinding Guidelines. Wayfinding is a term used to encompass all the ways people orient themselves in a physical space and navigate from place to place. In the coming months, the Town has the opportunity to coordinate wayfinding efforts with CDOT for the US 36 Bikeway as an effort to promote its usage by residents and to facilitate access to Superior by bikeway users. In addition, the RTD opening of the BRT stations provide the opportunity to help determine signage for connections to regional transit links. Over the next few years, wayfinding improvements could help to integrate the Superior Town Center with existing networks in Town. Additionally, wayfinding improvements could provide benefit to the entire Town as described in the draft goals and objectives below.

The purpose of this study is to review the existing bicycle and pedestrian sign systems in the Town, and provide recommendations for wayfinding improvements in the form of guidelines. The study will examine existing signs and systems, evaluate the current and future bicycle and pedestrian network, and identify recommendations to improve the clarity and identity of the Town of Superior's wayfinding system as improvements are implemented over time, with a focus on near term multi-modal improvements along US 36.

Study Process

Developing the Bicycle and Pedestrian Wayfinding Guidelines will be a joint effort of the Town of Superior Planning Commission, the Parks, Recreation, Open Space and Trails Advisory Committee (PROSTAC) and the Open Space Advisory Committee (OSAC). The

following is proposed as the process for developing the Bicycle and Pedestrian Wayfinding Guidelines:

- Present and Evaluate Existing Plans and Systems
 - Planning Commission - June 16, 2015
 - PROSTAC - June 17, 2015
 - OSAC – July 8, 2015
- Evaluate Destinations, Trail Hierarchy, Route Preferences, and Graphic Standards
 - Planning Commission to provide primary direction on destinations and graphic standards
 - PROSTAC and OSAC to provide primary direction on trail hierarchy and route preferences and comment on graphics
- Formulate Recommendations and assemble Bicycle and Pedestrian Wayfinding Guidelines
 - Planning Commission to develop recommendations, and provide direction on a system map and sample journey to use as a standard going forward
 - Staff to assemble the Draft *Bicycle and Pedestrian Wayfinding Guidelines*
 - Planning Commission, PROSTAC and OSAC to review and provide comments and feedback for final document
- Evaluate wayfinding needs for US 36 Bikeway and BRT Stations as Phase 1 of implementation
 - Staff to utilize the *Bicycle and Pedestrian Wayfinding Guidelines* to implement and install future systems

Existing Plans and Systems

As part of the packet materials, an overview of the study of existing sign networks is presented, including Town signs, and signs and plans by others. The study revealed gaps in Town signage for parks, open space and trails. To date, signage has been installed on a case by case basis for parks and open space facilities as they were developed or acquired since district dissolution. Current resource allocation is focused on maintenance of signage and partnering with other entities. In addition to Town signs, signs have been installed by Boulder County for regional trails, and will be installed by CDOT for the US 36 Bikeway. Further, Town staff partnered with the other municipalities along the US 36 Corridor and DRCOG to undertake a Northwest Corridor Wayfinding Study which provides an option for wayfinding near the McCaslin BRT Station that the Town could install at their discretion and cost. RTD will also be installing new signage at the BRT platforms when their system opens later this year. All of these plans are included in the packet.

Draft Goals and Objectives

Wayfinding can serve to enhance the entire Town through the following Draft Goals and Objectives:

Draft Goals:

- ***Communicate a sense of welcome and access***
- ***Help people navigate to and from their destinations as easily as possible***

- *Convey a cohesive and distinct Town of Superior identity*
- *Help people understand the resources available in and around Superior and how to get to them*

Draft Objectives:

- *Support the identity of Superior through enhancing our sense of place*
- *Improve the bicycling and pedestrian experiences*
- *Improve the tourist, visitor, and new resident experiences*
- *Highlight destinations*
- *Provide consistent and consolidated signage systems*

Areas of Study

The following areas of study are proposed to be comprised within the Bicycle and Pedestrian Wayfinding Guidelines:

- Destination Themes, Trail Hierarchy and Route Preferences
- Location and Hierarchy of Signs
- Graphic Standards

Destination Themes, Trail Hierarchy and Route Preferences

The study will include an examination of local destinations and the preferred routes accessing them. The use of destination themes is proposed so that the wayfinding guidelines have a mechanism to differentiate the types of locations within the Town. Differentiation could occur through the use of color, sign size, or another avenue. The following themes are proposed:

- Trails and Connections
- Transit Connections
- Parks and Recreation
- Historical and Cultural
- Civic
- Retail and Entertainment

Following the identification of destinations, a trail hierarchy will be defined, similar to the Town's roadway classifications of local or arterial. A system identifying local, arterial, and regional trails is proposed. In addition, route preferences will be determined that could identify preferred streets and trails. To illustrate the final recommendations, a System Map could be developed that could identify future installations.

Location and Hierarchy of Signs

Building off of the study above will be recommendations for locations and hierarchy of signs. Possibilities include orientation kiosks, distance to destination signs, directional signs, and route identification signs. To illustrate the final

recommendations, sample journeys could be developed identifying how the proposed signs are to be used to direct a person from one destination to another.

Graphic Standards

The final recommendations for the graphic standards for future sign installations will be part of the Guidelines. As part of the packet, options for visual preferences are included for early feedback and discussion.

Staff will be requesting initial feedback during the Planning Commission meeting, and will also requesting feedback from PROSTAC and OSAC during their upcoming meetings. Early feedback will be compiled, and additional meetings will be held to further develop the Guidelines.

STAFF RECOMMENDATION:

Discuss the evaluation of existing signs and areas of study. Provide initial feedback and direction in the following areas, as well as general feedback on the presentation items:

1. Should the Town pursue the development of *Bicycle and Pedestrian Wayfinding Guidelines*?
2. Provide early feedback on the Draft Goals and Objectives.
3. Provide feedback and direction on the proposed Destinations, and if Destinations should be categorized by Theme.
4. Provide early feedback on Graphic Standards options.

MOTION:

None at this time.

ATTACHMENTS:

- Presentation
- Existing Destinations and Trails Map
- DRCOG NW Corridor Wayfinding Study
- US 36 Bikeway Signage Plans
- RTD BRT Signage Plans

BICYCLE AND PEDESTRIAN WAYFINDING GUIDELINES

Town of Superior

Introduction

- Introduction
- Draft Goals
- Draft Objectives
- Process and Timeline

Introduction

Bicycle and Pedestrian Wayfinding Guidelines

*Wayfinding encompasses all the ways people **orient** themselves in a physical space and **navigate** from place to place.*

Introduction

□ Opportunities

- To coordinate with CDOT and RTD wayfinding efforts for the US 36 Bikeway and BRT Stations
 - Promote its usage by residents
 - Facilitate access to Superior by bikeway and transit users
- To integrate with the Superior Town Center
- To establish how the Town addresses different types of signage and wayfinding going forward

Introduction

This Process Will...

- Examine existing signs and systems for cyclists and pedestrians
- Develop recommendations for future wayfinding systems
- Establish Guidelines, Sample Journeys, and a System Map
- Recommend Phase 1 installations to integrate with wayfinding for the US 36 Bikeway and BRT Stations

This Process Will Not...

- Determine wayfinding for vehicles
- Determine the location and message for every sign

Process and Timeline

- Presentation of existing plans and systems
 - ▣ Planning Commission – June 16, 2015
 - ▣ PROSTAC – June 17, 2015
 - ▣ OSAC – July 8, 2015
- Evaluate destinations, trail hierarchy, route preferences, and graphic standards
- Formulate recommendations and assemble *Bicycle and Pedestrian Wayfinding Guidelines*
- Evaluate wayfinding needs for US 36 Bikeway and BRT Stations as Phase 1 of implementation

Possible Outcomes

- ❑ Goals and Objectives
- ❑ Narrative outlining purpose of the Guidelines and describing recommendations
- ❑ System Map identifying Destinations and Preferred Routes
- ❑ Sample Journeys to identify and illustrate how signage is to be used
- ❑ Preferred Graphic Standards

Draft Goals

- ❑ Communicate a sense of welcome and access
- ❑ Help people navigate to and from their destinations as easily as possible
- ❑ Convey a cohesive and distinct Town of Superior identity
- ❑ Help people understand the resources available in and around Superior and how to get to them

Draft Objectives

- ❑ Support the identity of Superior through enhancing our sense of place
- ❑ Improve the bicycling and pedestrian experiences
- ❑ Improve the tourist, visitor, and new resident experience
- ❑ Highlight destinations
- ❑ Provide consistent and consolidated signage systems



Wayfinding Examples

Existing Signage and Plans

- Existing Town Signage Inventory
- Regional Trail Signage by Others
- RTD BRT Platform Signage
- DRCOG NW Corridor Wayfinding Study



Existing Parks and Open Space Signs

- Signage has been installed on a case by case basis for parks and open space facilities as they were developed or acquired since district dissolution
- 8 primary park facilities have signage, 9 smaller neighborhood facilities do not
- 2 of 4 open space acquisitions have signage

Existing Parks and Open Space Signs



- The Town installed a regional trail access sign at 2nd Avenue Trailhead on Coal Creek Regional Trail to orient users and show connections
- Metro districts installed early Rock Creek Ranch signs

Existing Trailhead/Connection Signs



- Interpretive Signs have been installed by earlier metro districts and the Town
- Regulatory and small informational signs are installed throughout Town

Other Signs Installed by the Town

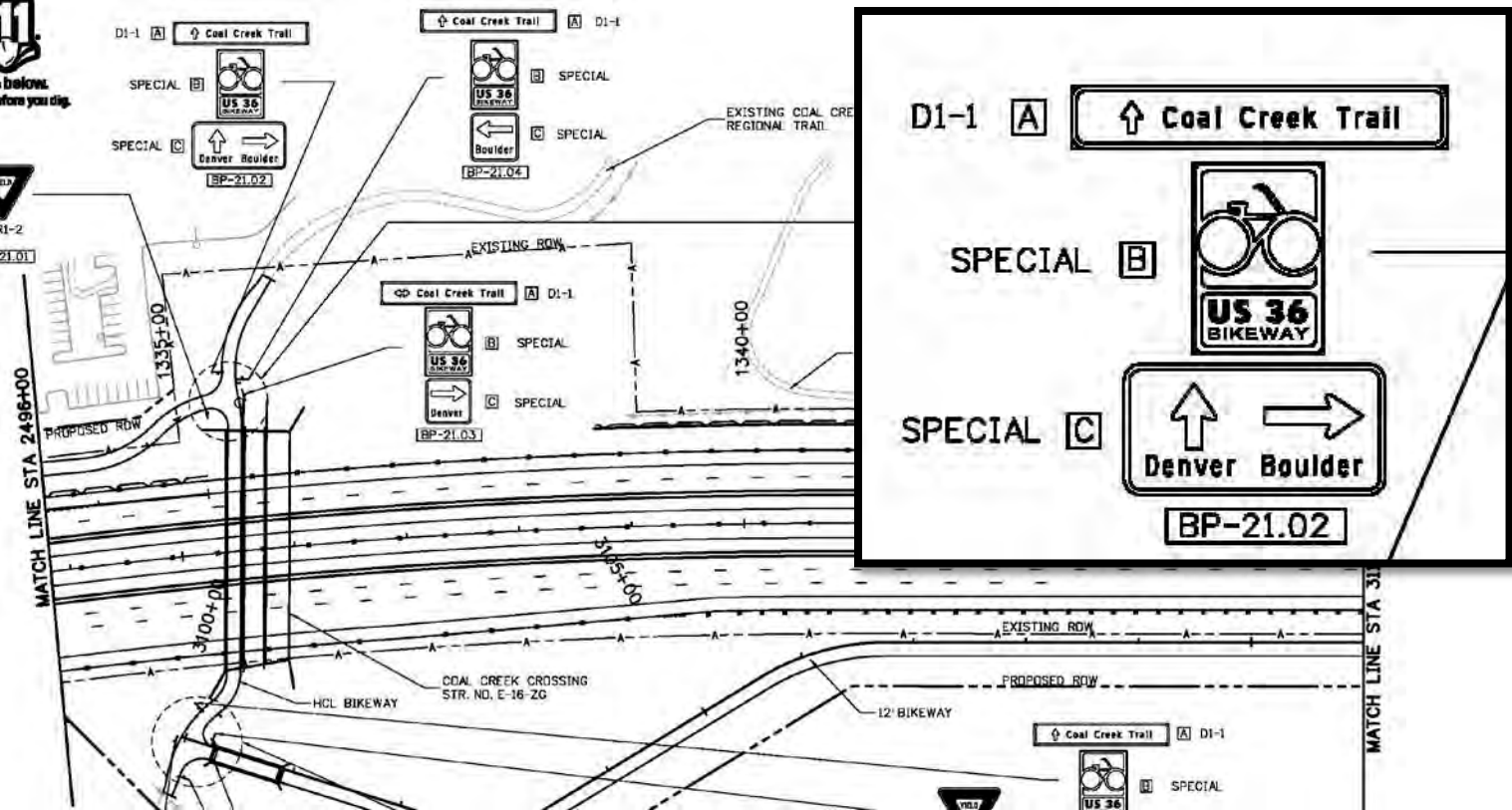
Regional Signage by Others

- ❑ Coal Creek and Rock Creek Corridor Trails – Boulder County
- ❑ US 36 Bikeway - CDOT
- ❑ Boulder County Trails
 - Coalton Trail, Mayhoffer-Singletree, Meadowlark, etc
- ❑ Other Municipalities
- ❑ RTD



- Logo and design is adopted through the *Coal Creek and Rock Creek Trail Corridor Master Plan*
- Managed by Boulder County

Rock Creek and Coal Creek Regional Trails



- Managed and Installed by CDOT

US 36 Bikeway



- Managed and Installed by Boulder County

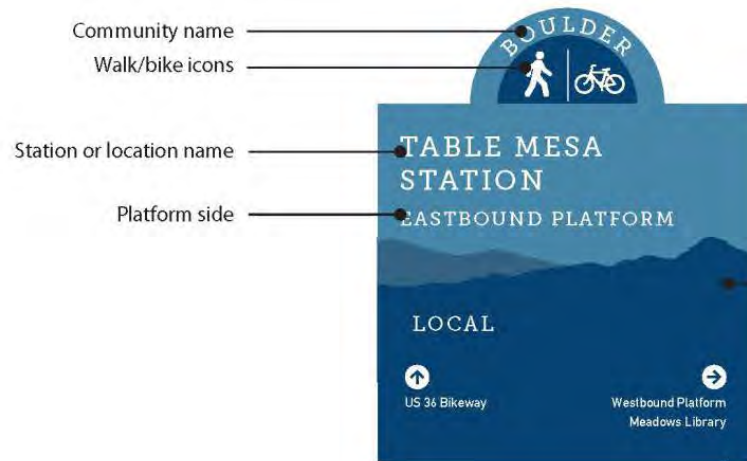
Boulder County Regional Trails



- Managed and Installed by RTD

RTD BRT Platform Signage

DRCOG NW Corridor Wayfinding Study



view from McCaslin station

Flatirons forms



System-wide color palette



Orientation kiosk

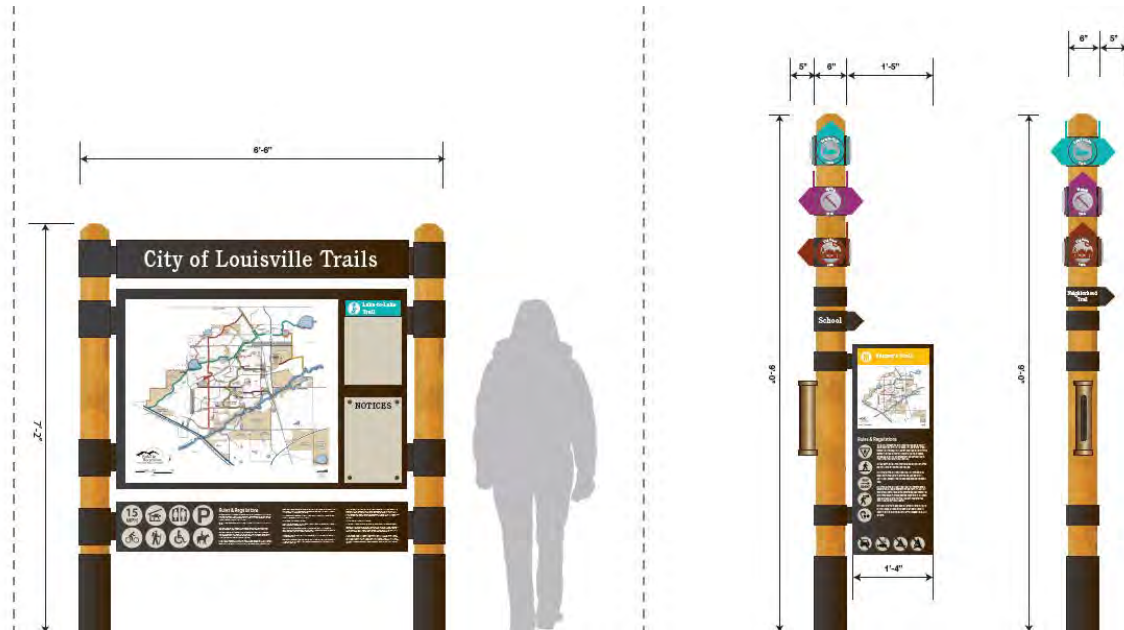


Bike directional signage



Pedestrian directional signage

Client/Project		Project No.
Northwest Corridor Branding and Wayfinding Report		14NW251001
Date	Revisions	Scale
12.02.14		N/A



- Louisville is finalizing a Trails Wayfinding Plan
- Broomfield is customizing the DRCOG NW Corridor Study for its use

Other Municipalities



Areas of Study

- Destination Themes, Trail Hierarchy and Route Preferences
- Location and Hierarchy of Signs
- Graphic Standards

Destination Themes

- ☐ Parks and Recreation
- ☐ Historical and Cultural
- ☐ Civic
- ☐ Retail and Entertainment
- ☐ Trails and Connections
- ☐ Transit Connections



Map of Locations, Trails and Existing Signs

Trail and Location Hierarchy

- Planning Commission defines the “Dots”
- PROSTAC and OSAC “Connects” them
- Planning Commission to discuss Destination/Location Hierarchy
 - ▣ How to classify?
- PROSTAC and OSAC to discuss Trail Hierarchy
 - ▣ How to classify?

Location and Hierarchy of Signs

- ❑ Orientation Kiosks
- ❑ Distance and Time to Destination Signs
- ❑ Directional Signs
- ❑ Route Identification Signs



Orientation Kiosks



Distance to Destination Signs



Directional Signs

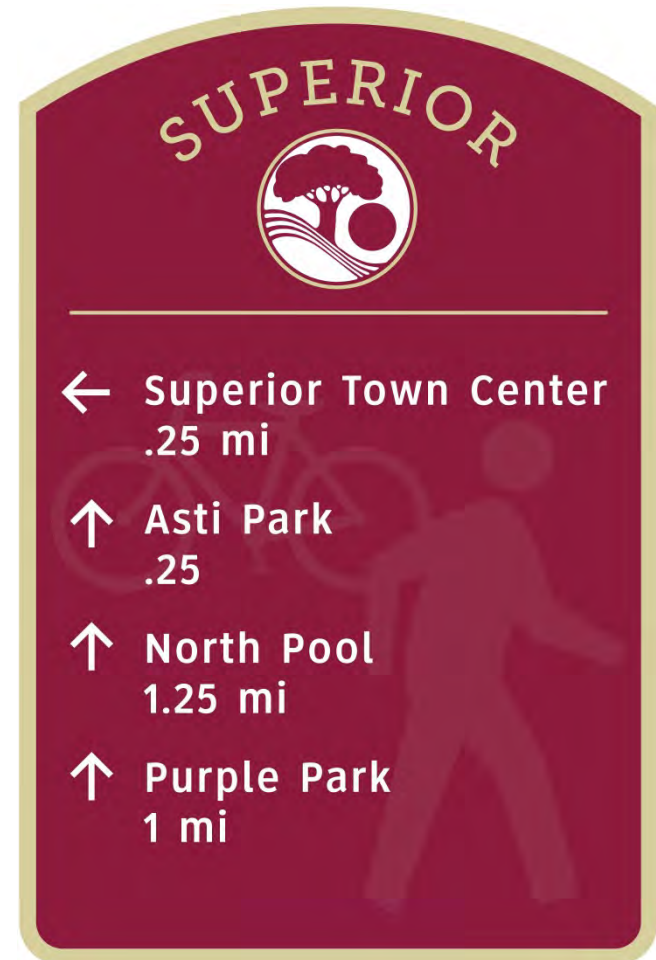


Route Identification Signs

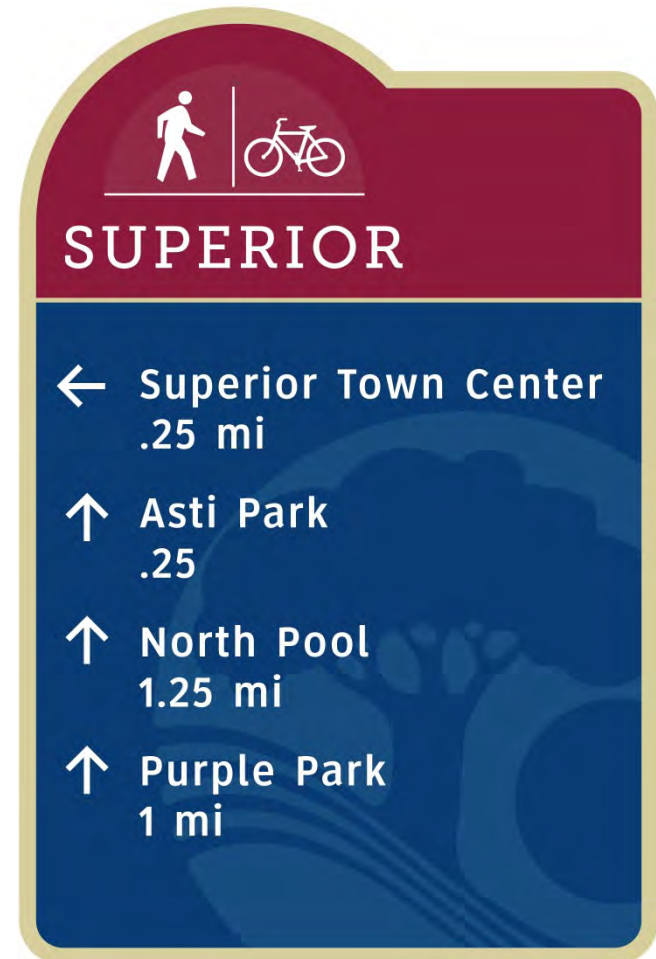
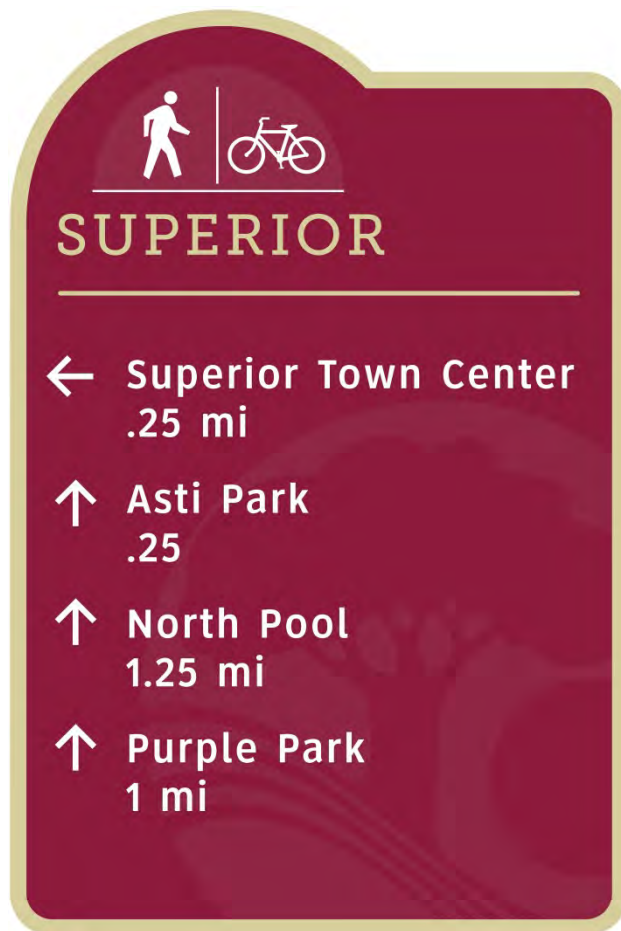
Graphic Standards

- The following graphics are provided to show as examples of what final graphic standards could be and are provided to facilitate discussion of preferences for further development.

Graphic Standards – Design Options



Graphic Standards – Design Options



Graphic Standards – Design Options



Graphic Standards – Options



Areas for Feedback

- Should the Town pursue the development of *Bicycle and Pedestrian Wayfinding Guidelines*?
- Provide early feedback on Draft Goals and Objectives
- Provide feedback and direction on proposed Destinations, and if Destinations should be categorized by Theme
- Provide early feedback on Graphic Standards options

Next Steps

- Staff will compile early feedback from PC, PROSTAC and OSAC
- Additional meetings will be scheduled for further discussion, dates to be determined



SECTION 2

Sign system overview

Sign System Branding

BRAND IDENTITY

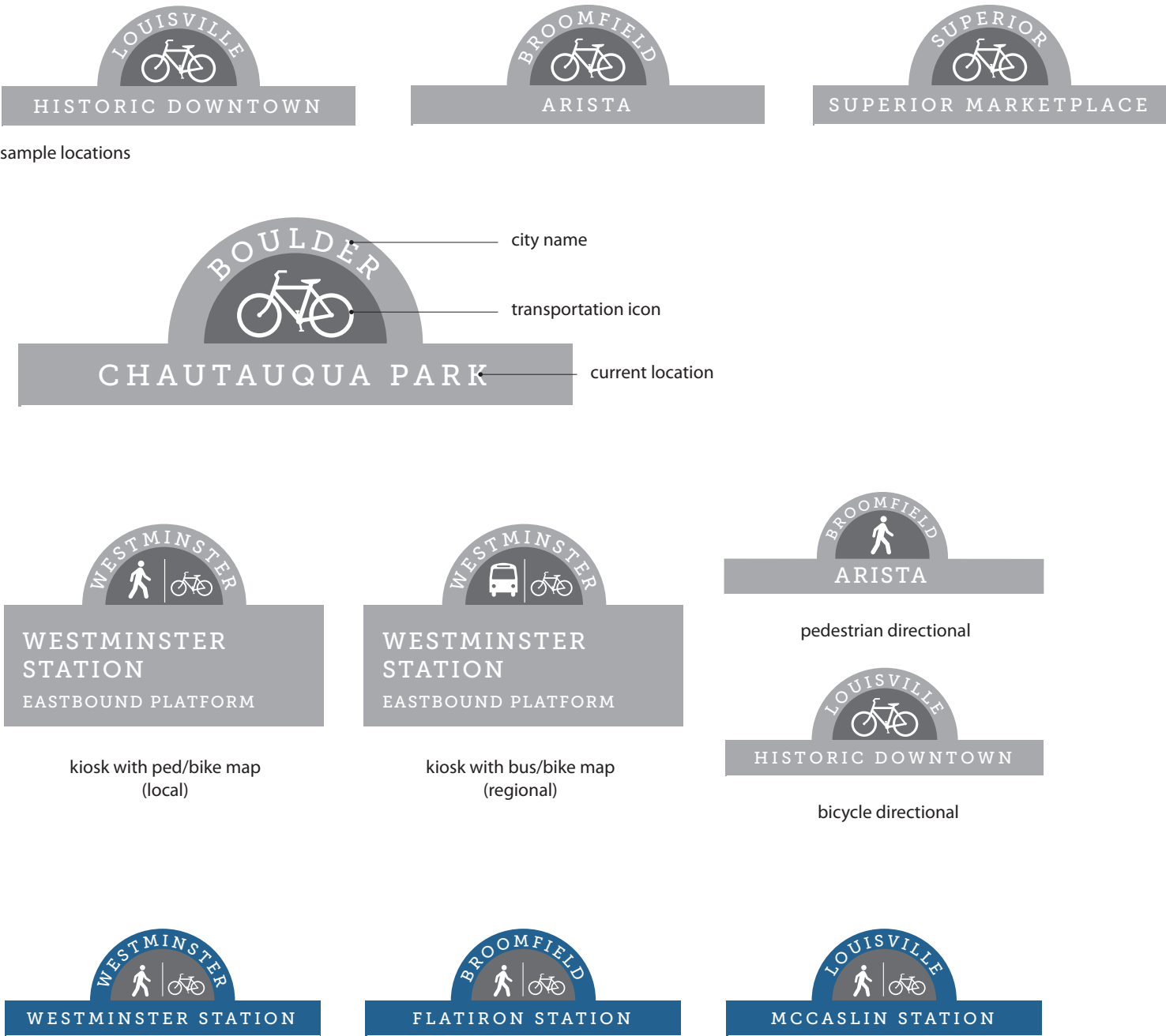
It is our understanding that there is no single umbrella name identified for use and application to the Northwest Corridor FFM bicycle and pedestrian wayfinding system.

Absent a name or wordmark for application to the physical system, the word “branded” should therefore be taken to mean a unified and integrated system of component signage and graphic elements, designed to be recognizable wherever deployed within the FFM along the Corridor. Bicycle/walk icons coupled with town names may be introduced as a signature element to provide identity and to clarify location purpose and function.

This system will coexist with other partner systems and will be deployed within the RTD Station facilities, FFM communities and along the new US 36 corridor bike path right-of-way.

ICONS AND COMMUNITY NAMES

- The use of community names may be introduced in a consistent typographic format as part of a signature disc element. This disc element would change from community to community, highlighting the users location. This will serve two important purposes:
- The use of city/town names
- 1. The use of names will serve to elevate partner communities along the corridor
Communicates a sense of place in a clear and consistent manner.
 - 2. It is flexible and allows for expandability to other uses and applications
Other towns, destinations and neighborhoods can join the system.
- The use of bicycle and pedestrian icons
- 1. The use of bicycle and pedestrian icons will communicate function and purpose
It is simple and recognizable
 - 2. Its clear and visible from great distances
In busy environments, it will stand out clearly and be readable from distances
- The use of color
- Color will unify the system across the corridor and distinguish it from other signage and information systems
It should clearly stand out. Multi-colored programs are complex and undermine clarity and recognition



Client/Project		Project No.
Northwest Corridor		14NW251001
Branding and Wayfinding Report		
Date	Revisions	Scale
12.02.14		N/A

Sign System and Logic

US 36 BIKEWAY SIGNAGE

CDOT has developed a bikeway identity and signage system based on MUTCD standards. This system will soon be deployed throughout the corridor along the new US 36 Bikeway only. It consists of signage placed at major intersections of roadways and trails, pointing to Denver or Boulder. The CDOT signage indicates where the bikeways leads and how to stay on the bikeway. The CDOT system also includes mile markers along the bikeway.

CDOT will allow additional destination signage to be placed within their right-of-way, provided someone other than CDOT, agrees to manage and maintain the additional signs. No advertising will be permitted along the US 36 Bikeway.

This study will explore additional decision and destination signage for placement on the US 36 Bikeway. This signage will be located before every bikeway intersection to alert the rider of upcoming turns.

- The includes two options:
- Follows planned CDOT/MUTCD standards in design, color and material specification
 - Builds on the modular design format being developed for the FFM bicycle system and more generally adheres to the CDOT/MUTCD material specifications.

Types of Destinations

- Cities/towns
- Intersections with the bikeway

Types of Signs

- Distance to destination signs
- Directional signs
- US 36 Bikeway map
- Regulatory signs

Typefont and messaging

- Maximum of 3 listings per sign, with a maximum of 2 lines per message or destination.
- 2” Type size for directional messages.
- Interstate bold condensed typefont is used by CDOT. However, Clearview is the recommended font for all bicycle signage.

Placement of Signs

- Distance signs - between directional signs
- Directional signs - at all defined ramps and exits off the bikeway
- US 36 Bikeway map - one at least every mile on the bikeway

Obstacles

- Management and maintenance
- Implementation - responsibility, maintenance and cost

FFM BICYCLE SIGNAGE

This system will be deployed along designated bike paths and on-street routes for bicyclists to travel to and from Stations and the surrounding communities within the FFM. It is our understanding that while the stakeholders would like the system to follow MUTCD guidelines, additional consideration may be given to adding special features, fonts, and colors that could enhance the aesthetic character of the signage.

The bicycle signage will be flag or center-mounted to its own freestanding pole system. It will also have the capability of being affixed to existing infrastructure, surfaces and poles to give it maximum flexibility for implementation.

Types of Destinations

- RTD Stations and Station shelters
- Civic and community destinations
- Local or regional parks and trails
- Hospitals, bridges and schools
- Entertainment and retail venues
- Business centers
- US 36 Bikeway

see page 3.16 & 3.17 for examples of destinations in each community

Types of Signs

- Route markers
- Directional signs
- Off-road pavement markings

Typefont and messaging

- Maximum of 3 listings per sign, with a maximum of 2 lines per destination.
- Type size for directional messages should be 2” in all conditions.
- Clearview is the recommended font for all bicycle signage.
- Destinations use mixed case letters (upper and lower case)
- For long destination names that do not fit on two lines, shorten using common abbreviations.
- Do not use periods after abbreviations of destination names (eg. Wadsworth Parkway

becomes Wadsworth Pkwy).

Sign layout

- All arrows should be positioned to the left of the message.
- All messages should be left justified, with each line aligning (eg. do not indent the second line)

Sign color

- Color contrast should be maintained at 70% or greater between the typeface and the field

Sign placement

- Route markers - along bike routes and bike paths
- Directional signs - just before intersections and at mid points along routes
- Off-road pavement markings - on off-road bike routes and multi-use paths to indicate the direction of travel and the continuation of the path.
- This treatment may also be used on the US 36 Bikeway where the bikeway intersects with another trail to indicate the continuation of the bikeway.

Obstacles

- Gaps in bicycle network
- Need for online information about routes to Stations
- Management and maintenance
- Consensus across Corridor communities around a cohesive signage system and consistent deployment
- Implementation - responsibility, maintenance and cost

Client/Project		Project No.
Northwest Corridor Branding and Wayfinding Report		14NW251001
Date	Revisions	Scale
12.02.14		N/A

Sign System and Logic

PEDESTRIAN ORIENTATION SIGNAGE

Because of its function and placement, this system is not required to meet MUTCD standards. It will be deployed along designated pedestrian paths to support movement and access to and from RTD Stations and their surrounding communities within the FFM. This system will be supported by a central kiosk that will provide map orientation to the US 36 Bikeway and important public destinations and services within the local community.

The kiosk will be located at RTD Station facilities, however other central locations could be considered such as Westminster City Center, Downtown Louisville and the Coal Creek Trailhead. The directional signs, where desirable, will be pole mounted along pathways extending to and from the RTD Stations within the FFM.

Types of Destinations

- Civic and community destinations
- RTD Stations and Station shelters
- Local or regional parks and trails
- Hospitals and schools
- Entertainment and retail venues
- Business centers

see page 3.16 & 3.17 for examples of destinations in each community

Types of Signs

- Station kiosk w/local and regional maps
- Directional signs (overhead - pole mounted and ground mounted, low profile)

Sign messaging and placement

Station kiosks w/map(s) — key locations adjacent to pedetrian access and stairways.

Directional signs (overhead - pole mounted and ground mounted) — off-site, guiding pedestrian to and from Stations and important destinations within the community.

Obstacles

- ADA clearance and mobility conditions
- Lack of sidewalk infrastructure
- Unfriendly pedestrian crossings
- Development that is not pedestrian-oriented
- Consensus across Corridor communities around a cohesive signage system and consistent deployment
- Implementation - responsibility, maintenance and cost
- Management and maintenance
- RTD does not currently have such signage on site
- Compliance with RTD policies, standards, and guidelines

BICYCLE SHELTER SIGNAGE

The signage, information and graphic needs for the bicycle shelters is an important part of the overall program.

This is understood to mean establishing a clear visual connection with the rest of the elements in the system. Typically these elements will be applied to the shelters but may include some freestanding or telescoping signs as well. The goal is to work with the shelter specifications and guidelines provided by the team shelter designers and insure the signage is modular, easily applied and part of the unified look.

Types of Information

- Name identity/icon - on structure and/or pole extending up from with illumination
- Station name and platform direction (EB/WB)
- Area orientation map

Types of Signs

- LED illuminated overhead, pole mounted sign
- attached or freestanding from structure
- Sign panels mounted to Station structure

Environmental Enhancements

There is a potential for graphic treatments, screens, fence elements, and other patterned applications to existing structures and surfaces.

Obstacles

- Management and maintenance
- Upgrading existing Boulder Bus-then-Bike shelters to match the rest of the system

Client/Project		Project No.
Northwest Corridor		14NW251001
Branding and Wayfinding Report		
Date	Revisions	Scale
12.02.14		N/A

Recommended sign types and placement



Sign Type

Pedestrian

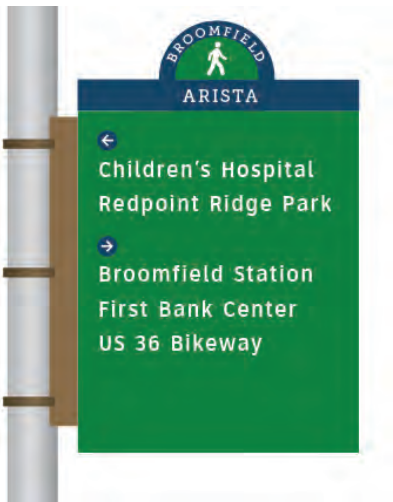
Orientation Kiosk

Sign Purpose/Messaging

Directional messaging
Local and regional map
Information about bus network, bike network
and secure bicycle parking

Recommended locations

Near station platforms and at major
community hubs/public facilities

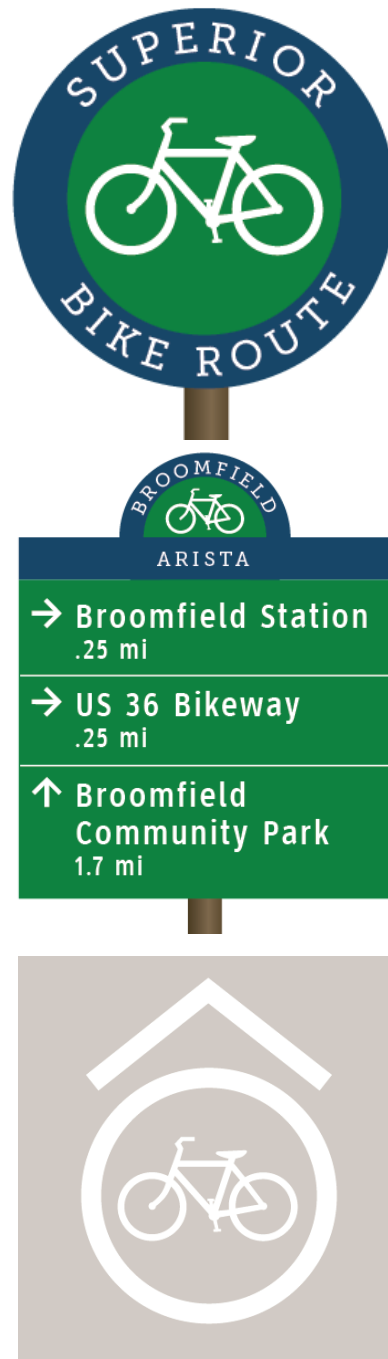


Directional signage-
low pole and overhead option

Directional messaging to destinations
within FFM

Pedestrian-friendly areas near stations

Recommended sign types and placement



Sign Type	Sign Purpose/Messaging	Recommended locations
FFM Bicycle signage Bike route Identification - pole-mounted	Identifies bike routes	In communities On and off-road bike routes
Bike Directional sign	Up to three directional messages With mileage	On designated bike routes 15'-50' before intersection
Bike Route Identification - Pavement marking	Identifies and guides cyclists on off-road bike routes with directional arrow	On sidewalks/multi-use paths May also be used on US 36 Bikeway at intersections to show the continuation of the bikeway *these do not replace standard MUTCD on-street pavement markings; these are to clarify where a bike route begins, ends or turns when it is not on a roadway

Recommended sign types and placement



Sign Type	Sign Purpose/Messaging	Recommended locations
US 36 Bicycle signage		On US 36 Bikeway
Distance-to-destination sign	Upcoming bikeway intersections with mileage	Between directional signs
Directional sign	Way to Denver/Boulder Stations Corridor communities Station areas, when bikeway intersects directly with station pathways (such as Church Ranch and Broomfield) Mileage	15'-50' before intersection
US 36 Bikeway diagrammatic map	All bikeway intersections and amenities (such as restrooms)	At major bikeway intersections (such as BRT Stations)

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Northwest Corridor Branding and Wayfinding Report		14NW251001
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12.02.14		N/A

MUTCD Guidelines

Specific Guidelines		
MUTCD Code	Guideline	Compliant?
9B.01.01	Bicycle signs shall be standard in shape, legend, and color.	2D.50.17: MUTCD allows for unique sign colors and pictograms for community wayfinding. 2D.50.21: Identification enhancement markers (the half circle at the top of each sign) may deviate from rectangular format.
9B.01.02	All signs shall be retroreflectorized for use on bikeways	Yes
9B.02.02	Meets minimum sign size requirements (differs per sign type)	Yes
9B.20.05	Adequate separation should be made between any destinations	Yes
9B.05.06	An arrow pointing to the right, if used, shall be at the extreme right-hand side of the sign. An arrow pointing left or up, if used, shall be at the extreme left-hand side of the sign.	2A.06.08: MUTCD allows changes to proportion or orientation of symbols, width of borders, and message layout.
9B.05.10	If several individual name signs are assembled into a group, all signs in the assembly should have the same horizontal width.	Yes
9B.21.02	Bicycle Route signs shall include a pictograph or words that are associated with the route or with the agency that has jurisdiction over the route.	Yes

The Manual on Uniform Traffic Control Devices provides federal guidelines for all vehicular and bicycle signals, signage and markings.

Enforcement of and compliance with MUTCD guidelines are at the discretion of CDOT.

The matrix below and to the left general and specific MUTCD standards and how the proposed sign system observes those guidelines.

General Guidelines	
Guideline	Compliant?
Acceptable abbreviations used for messaging	Yes
Mounting height and sign placement	Yes
Acceptable typefaces and mixed-case lettering	Yes
Acceptable letter height	Yes
Acceptable symbols	Yes

SECTION 2

Schematic Design

This chapter shows the design option preferred by the Corridor Working Group.
The reasons stated included:

- It is simple and legible
- The single color tones help minimize varying design elements throughout the Corridor
- The mountain silhouette and blue color link to the Flatiron Flyer branding
- The landscape element provides a sense of place

After this project, this design should be advanced with more detailed design development, construction documentation, and implementation.

Sign system branding

Community name

Walk/bike icons

Station or location name

Platform side



view from McCaslin station

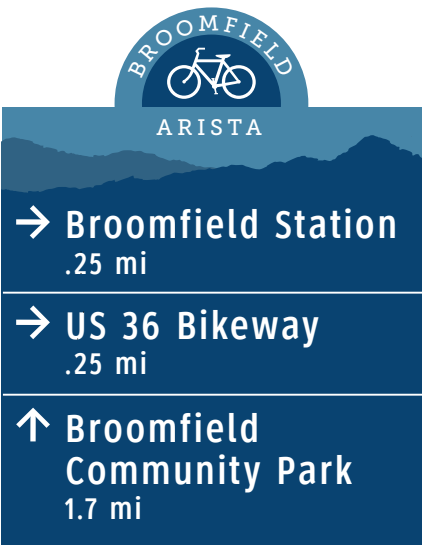
Flatirons forms



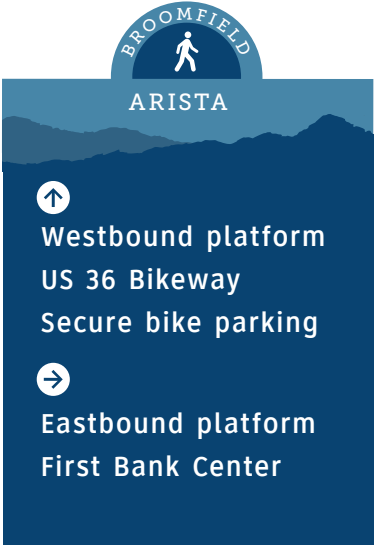
System-wide color palette



Orientation kiosk



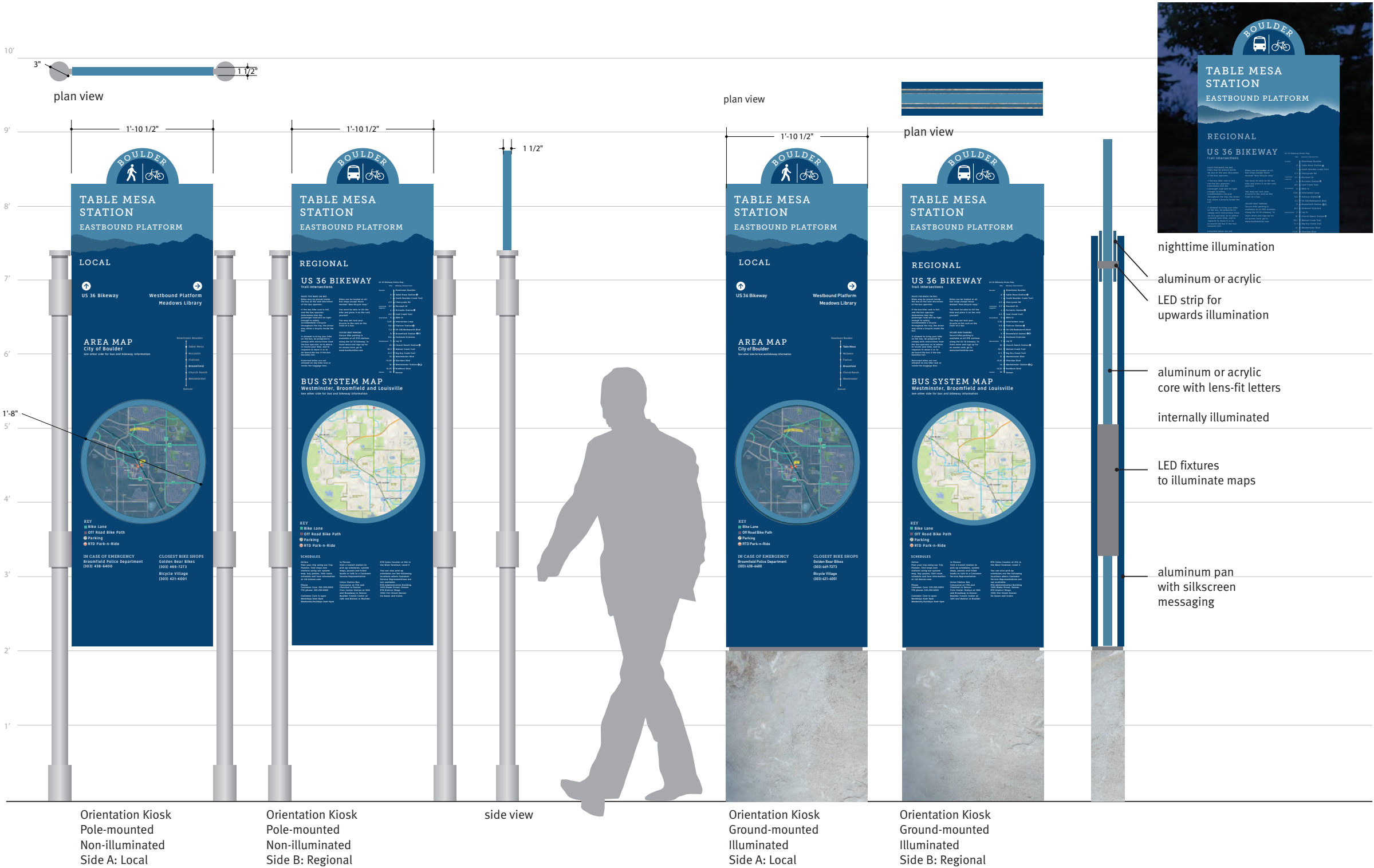
Bike directional signage



Pedestrian directional signage

Client/Project		Project No.
Northwest Corridor		14NW251001
Branding and Wayfinding Report		
Date	Revisions	Scale
12.02.14		N/A

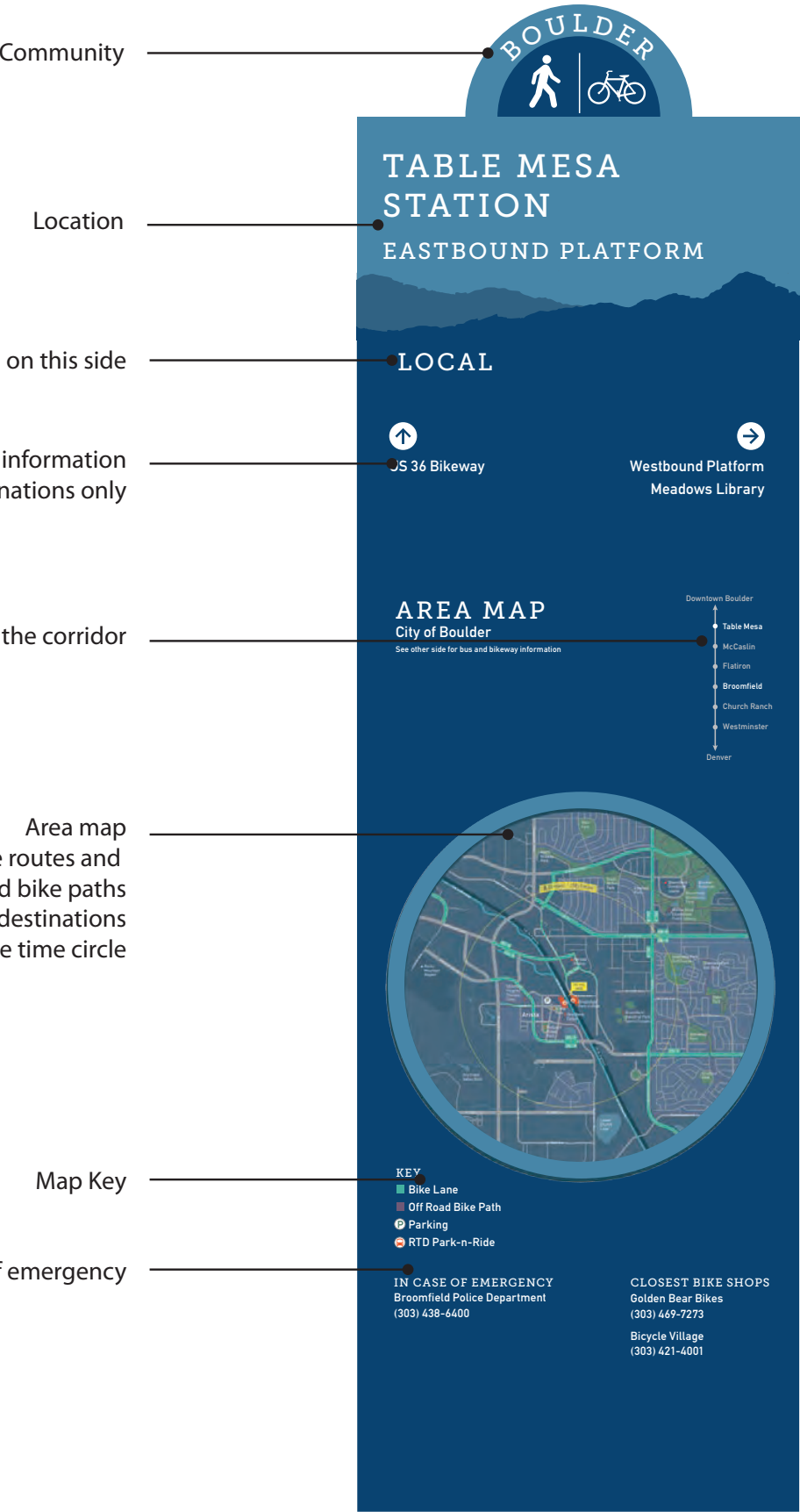
Orientation kiosk



Client/Project Northwest Corridor Branding and Wayfinding Report		Project No. 14NW251001
Date 12.02.14	Revisions	Scale N/A
© 2014 Cloud Gehshan Associates		

Orientation kiosk detail

Client/Project		Project No.
Northwest Corridor		14NW251001
Branding and Wayfinding Report		
Date	Revisions	Scale
12.02.14		N/A



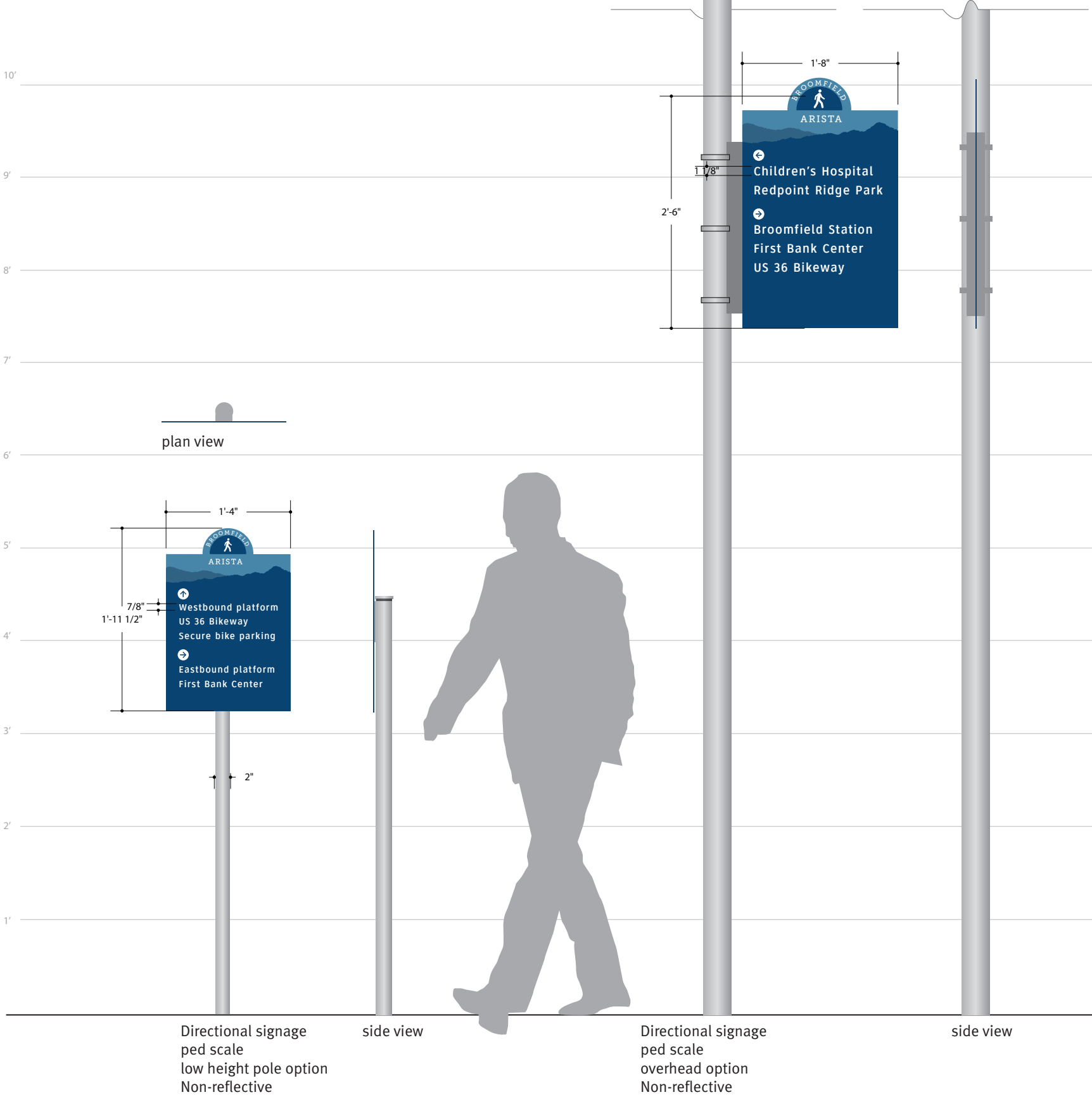
Off-map destinations
with arrows



<p>est Corridor</p> <p>g and Wayfinding Report</p>	<p>Project No.</p> <p>14NW251001</p>
<p>Revisions</p>	<p>Scale</p> <p>N/A</p>

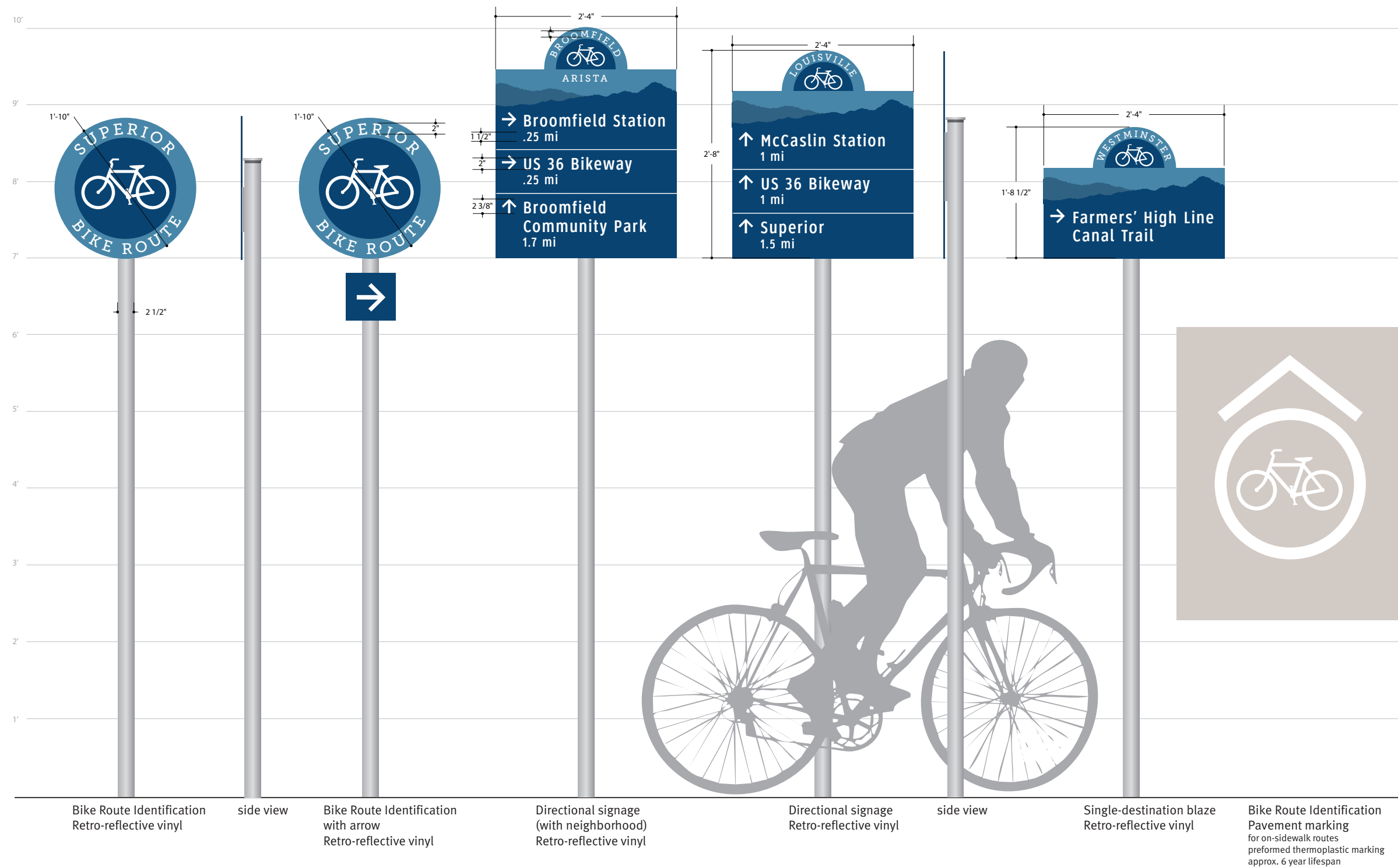
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Pedestrian Signage



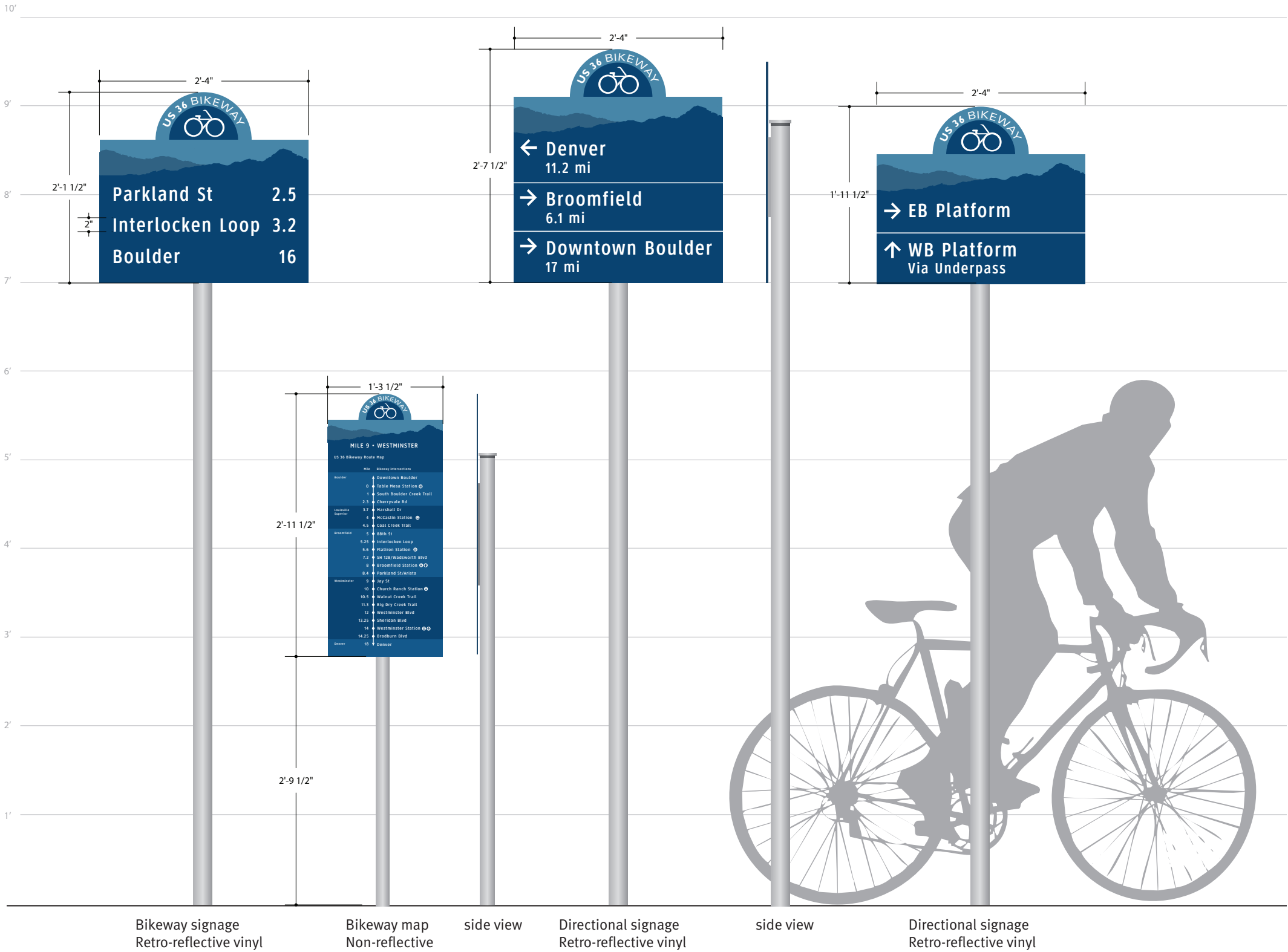
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Northwest Corridor Branding and Wayfinding Report		14NW251001
Date	Revisions	Scale
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FFM bike signage



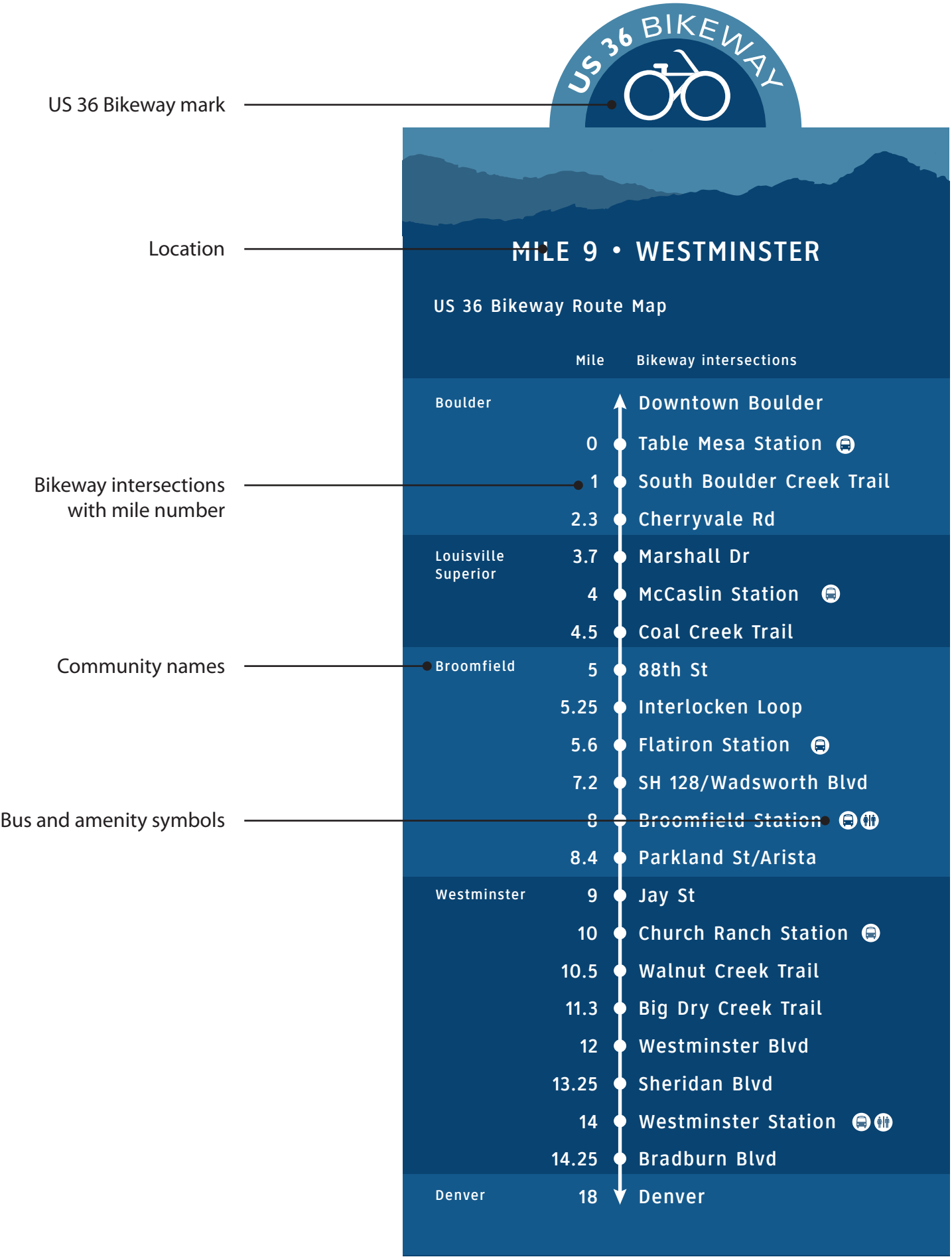
Client/Project		Project No.
Northwest Corridor Branding and Wayfinding Report		14NW251001
Date	Revisions	Scale
12.02.14		N/A

US 36 Bikeway signage



Client/Project		Project No.
Northwest Corridor		14NW251001
Branding and Wayfinding Report		
Date	Revisions	Scale
12.02.14		N/A

US 36 Bikeway map detail



In situs



Client/Project		Project No.
Northwest Corridor		14NW251001
Branding and Wayfinding Report		
Date	Revisions	Scale
12.02.14		N/A

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TABULATION OF SIGNS								
SIGN NO.	SIGN CODE	STATION	PANEL SIZE (INCHES)	BACKGROUND COLOR	SIGN PANEL (SQ. FT)	NO. OF POSTS	LENGTH OF POST (FEET)*	POST TYPE (FEET)
					CLASS I			2 Inch ROUND P1
BP-01.01A	SPECIAL	N/A	10 x 15	BLUE	1.07	1	11	11
BP-01.01B	SPECIAL		12 x 12	BLUE	1.00			
BP-01.02A	SPECIAL		10 x 15	BLUE	1.07			
BP-01.02B	SPECIAL	2100+65	12 x 12	BLUE	1.00	1	11	11
BP-01.03A	SPECIAL		10 x 15	BLUE	1.07			
BP-01.03B	SPECIAL		15 x 9	BLUE	0.94			
BP-01.03C	SPECIAL	2100+99	10 x 15	BLUE	1.07	1	10	10
BP-01.03D	SPECIAL		15 x 9	BLUE	0.94			
BP-04.01A	SPECIAL		12 x 12	BLUE	1.00			
BP-04.01A	SPECIAL	2146+69	36 x 12	GREEN	3.00	1	12	12
BP-04.01B	SPECIAL		10 x 15	BLUE	1.07			
BP-04.01C	SPECIAL		12 x 12	BLUE	1.00			
BP-04.02	18R1-2	1246+95	18x18x18	RED	1.59	1	7	7
BP-04.03A	SPECIAL	2146+99	30 x 12	GREEN	2.50	1	12	12
BP-04.03B	SPECIAL		10 x 15	BLUE	1.07			
BP-04.03C	SPECIAL		24 x 12	BLUE	2.00			
BP-04.04A	SPECIAL	2200+72	30 x 12	GREEN	2.50	1	12	12
BP-04.04B	SPECIAL		10 x 15	BLUE	1.07			
BP-04.04C	SPECIAL		12 x 12	BLUE	1.00			
BP-04.05A	SPECIAL	2204+35	36 x 12	GREEN	3.00	1	12	12
BP-04.05B	SPECIAL		10 x 15	BLUE	1.07			
BP-04.05C	SPECIAL		12 x 12	BLUE	1.00			
BP-04.06A	SPECIAL	2204+34	30 x 12	GREEN	2.50	1	12	12
BP-04.06B	SPECIAL		10 x 15	BLUE	1.07			
BP-04.06C	SPECIAL		24 x 12	BLUE	2.00			
BP-04.07	18R1-2	2204+27	18x18x18	RED	1.59	1	7	7
BP-04.08A	SPECIAL	2203+52	36 x 12	GREEN	3.00	1	12	12
BP-04.08B	SPECIAL		10 x 15	BLUE	1.07			
BP-04.08C	SPECIAL		12 x 12	BLUE	1.00			
BP-04.09	SPECIAL	N/A	24 x 30	WHITE	5.00	1	8	8
BP-04.10	SPECIAL	N/A	24 x 30	WHITE	5.00	1	8	8
BP-06.01A	D1-1	2326+84	30 x 6	GREEN	1.25	1	11	11
BP-06.01B	SPECIAL		10 x 15	BLUE	1.07			
BP-06.01C	SPECIAL		12 x 12	BLUE	1.00			
BP-06.02A	SPECIAL	2327+06	10 x 15	BLUE	1.07	1	11	11
BP-06.02B	SPECIAL		24 x 12	BLUE	2.00			
BP-06.03	18R1-2	2606+28	18x18x18	RED	1.59	1	7	7
BP-06.04A	D1-1	2327+33	30 x 6	GREEN	1.25	1	11	11
BP-06.04B	SPECIAL		10 x 15	BLUE	1.07			
BP-06.04C	SPECIAL		12 x 12	BLUE	1.00			
BP-06.05A	SPECIAL	2602+98	12 x 12	WHITE	1.00	1	6	6
BP-06.05B	SPECIAL		12 x 12	WHITE	1.00			
BP-06.06	18R1-1	2600+05	18 x 18	RED	2.25	1	7	7
BP-12.01	18W7-5	2400+94	18 x 18	YELLOW	2.25	1	7	7
BP-12.02	18W11-2	2405+00	18 x 18	YELLOW	2.25	1	7	7
BP-12.03A	SPECIAL	2407+55	10 x 15	BLUE	1.07	1	11	11
BP-12.03B	SPECIAL		24 x 12	BLUE	2.00			
BP-13.01	18W11-2	2410+75	18 x 18	YELLOW	2.25	1	7	7
SUBTOTAL					78			219

*LENGTH OF POST MAY VARY BASED ON ACTUAL FIELD CONDITIONS.
REFER TO SIGN PLACEMENT DETAIL FOR PLACEMENT REQUIREMENTS.

TABULATION OF SIGNS								
SIGN NO.	SIGN CODE	STATION	PANEL SIZE (in.)	BACKGROUND COLOR	SIGN PANEL (SQ. FT)	NO. OF POSTS	LENGTH OF POST (FEET)*	POST TYPE (FEET)
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BP-14.01C	SPECIAL		12 x 12	BLUE	1.00			
BP-14.02	18R1-2	2805+71	18x18x18	RED	1.59	1	7	7
BP-14.03A	SPECIAL	2499+27	10 x 15	BLUE	1.07	1	11	11
BP-14.03B	SPECIAL		24 x 12	BLUE	2.00			
BP-14.04A	D1-1		30 x 6	GREEN	1.25			
BP-14.04B	SPECIAL	2429+46	10 x 15	BLUE	1.07	1	11	11
BP-14.04C	SPECIAL		12 x 12	BLUE	1.00			
BP-14.05	18R1-1	2800+41	18 x 18	RED	2.25	1	7	7
BP-17.01	18W5-4a	2466+40	18 x 18	YELLOW	2.25	1	4	4
BP-18.01A	18W5-4a	2469+12	18 x 18	YELLOW	2.25	1	7	7
BP-18.01B	18W11-2		18 x 18	YELLOW	2.25			
BP-18.02A	SPECIAL		36 x 12	GREEN	3.00			
BP-18.02B	12R9-6	2472+92	12 x 18	WHITE	1.50	1	11	11
BP-18.03	18W11-2		18 x 18	YELLOW	2.25			
BP-18.04A	SPECIAL		36 x 12	GREEN	3.00			
BP-18.04B	12R9-6	2473+48	12 x 18	WHITE	1.50	1	9	9
BP-18.05A	SPECIAL		10 x 15	BLUE	1.07			
BP-18.05B	SPECIAL		24 x 12	BLUE	2.00			
BP-18.06A	SPECIAL	2473+40	10 x 15	BLUE	1.07	1	10	10
BP-18.06B	SPECIAL		24 x 12	BLUE	2.00			
BP-18.07	12R9-6	2469+42	12 x 18	WHITE	1.50	1	7	7
BP-18.08	12R9-6	2470+36	12 x 18	WHITE	1.50	1	7	7
BP-21.01	18R1-2	2497+62	18x18x18	RED	1.59	1	7	7
BP-21.02A	D1-1	3000+91	30 x 6	GREEN	1.25	1	11	11
BP-21.02B	SPECIAL		10 x 15	BLUE	1.07			
BP-21.02C	SPECIAL		24 x 12	BLUE	2.00			
BP-21.03A	D1-1	3001+12	30 x 6	GREEN	1.25	1	11	11
BP-21.03B	SPECIAL		10 x 15	BLUE	1.07			
BP-21.03C	SPECIAL		12 x 12	BLUE	1.00			
BP-21.04A	D1-1	3000+96	30 x 6	GREEN	1.25	1	11	11
BP-21.04B	SPECIAL		10 x 15	BLUE	1.07			
BP-21.04C	SPECIAL		12 x 12	BLUE	1.00			
BP-21.05A	D1-1	3004+09	30 x 6	GREEN	1.25	1	11	11
BP-21.05B	SPECIAL		10 x 15	BLUE	1.07			
BP-21.05C	SPECIAL		12 x 12	BLUE	1.00			
BP-21.06	18R1-2	3100+23	18x18x18	RED	1.59	1	7	7
BP-21.07A	D1-1	3004+41	30 x 6	GREEN	1.25	1	11	11
BP-21.07B	SPECIAL		10 x 15	BLUE	1.07			
BP-21.07C	SPECIAL		12 x 12	BLUE	1.00			
BP-21.08A	D1-1	3004+66	30 x 6	GREEN	1.25	1	11	11
BP-21.08B	SPECIAL		10 x 15	BLUE	1.07			
BP-21.08C	SPECIAL		24 x 12	BLUE	2.00			
BP-24.01A	D1-1	3148+81	30 x 6	GREEN	1.25	1	11	11
BP-24.01B	SPECIAL		10 x 15	BLUE	1.07			
BP-24.01C	SPECIAL		12 x 12	BLUE	1.00			
BP-24.02A	SPECIAL	3149+14	10 x 15	BLUE	1.07	1	11	11
BP-24.02B	SPECIAL		24 x 12	BLUE	2.00			
BP-24.03	18R1-2	3304+77	18x18x18	RED	1.59	1	7	7
BP-24.04A	D1-1	3149+42	30 x 6	GREEN	1.25	1	11	11
BP-24.04B	SPECIAL		10 x 15	BLUE	1.07			
BP-24.04C	SPECIAL		12 x 12	BLUE	1.00			
BP-24.05	18W7-5	3138+10	18 x 18	YELLOW	2.25	1	7	7
BP-24.06	18W7-5	3149+50	18 x 18	YELLOW	2.25	1	7	7
SUBTOTAL					82			254
CORRIDOR TOTALS					159			473

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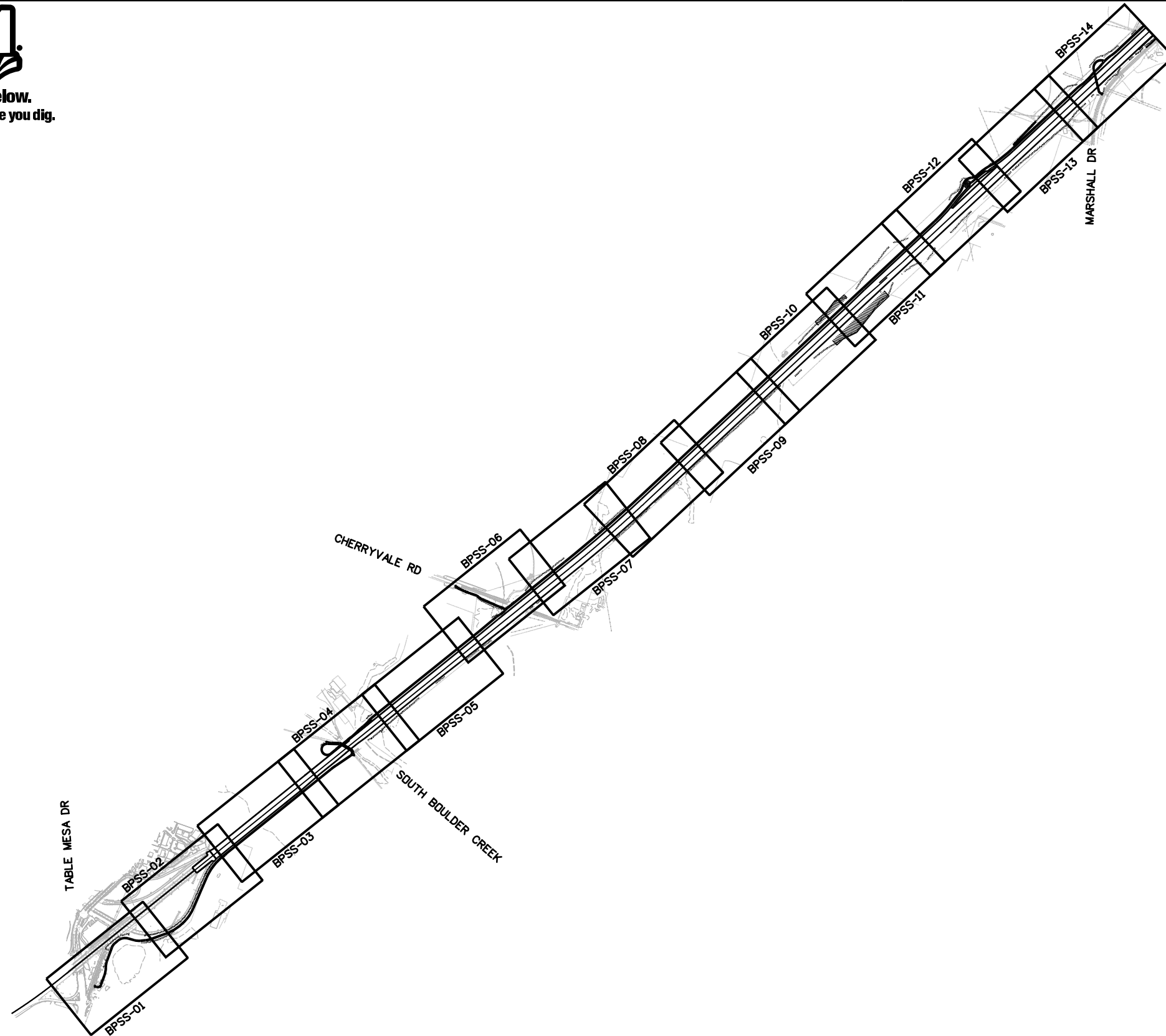
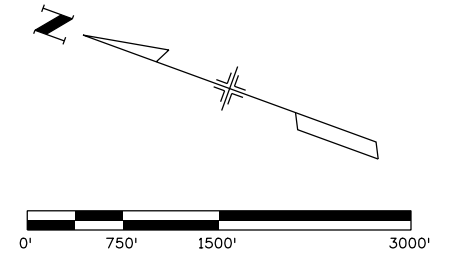
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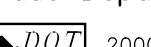
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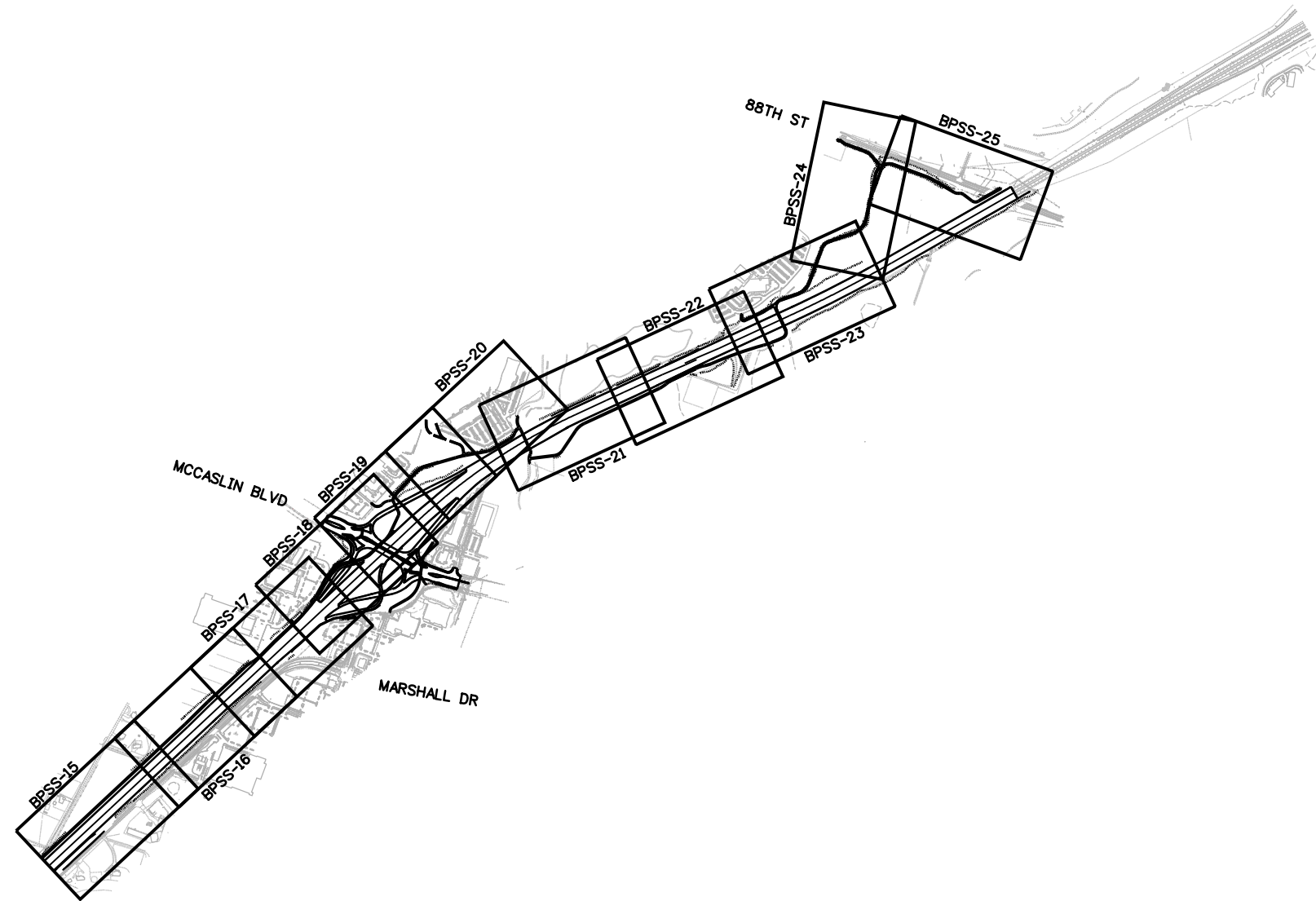
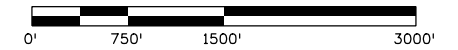
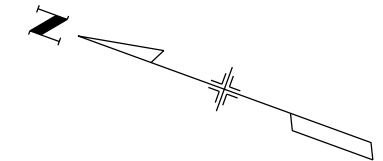
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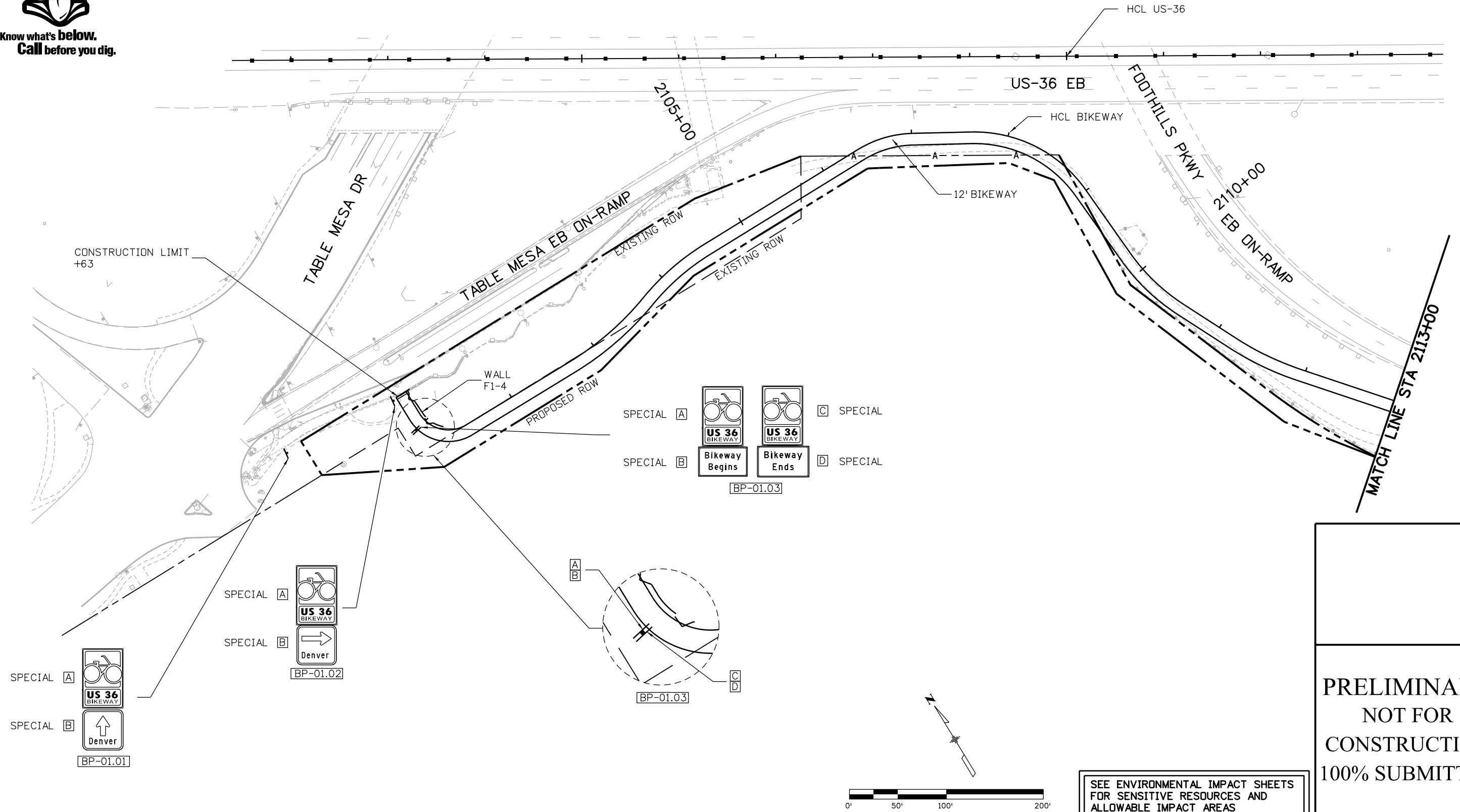
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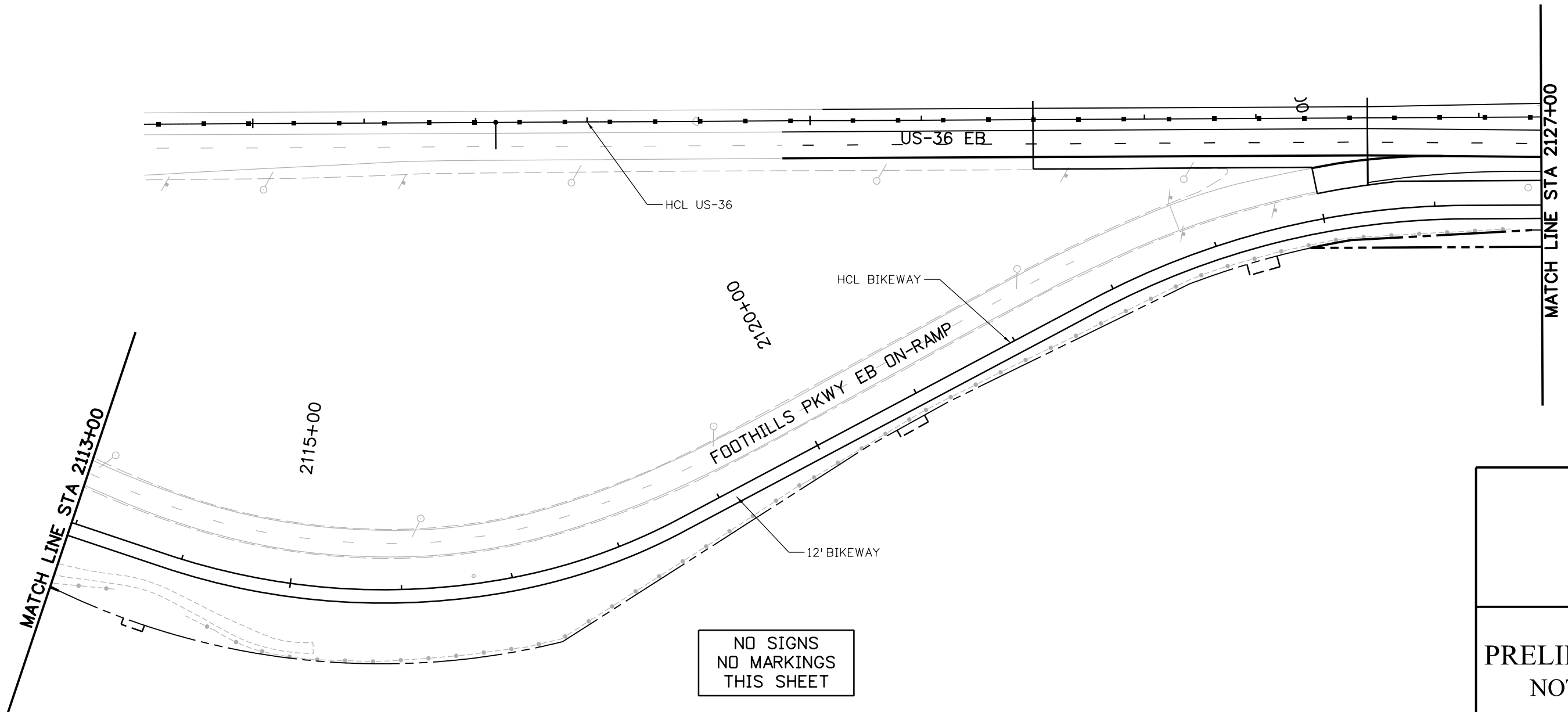
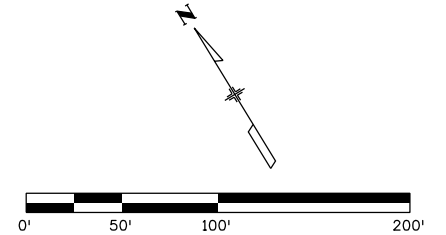
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WEST US-36 BIKEWAY
SIGNING & STRIPING LAYOUT
STA 2100+63 TO STA 2113+00
Designer: M. MARTINEZ
Detailer: A. HENGEL
Sheet Subset: BIKEWAY
Structure Numbers
Subset Sheets: 4 of 32

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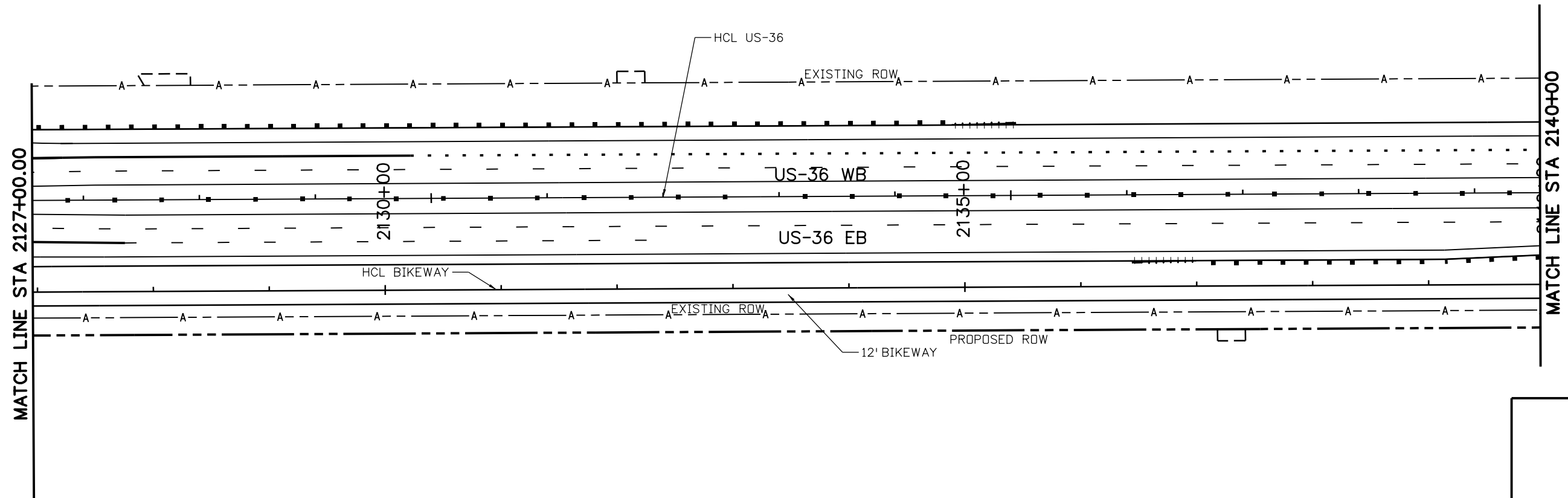
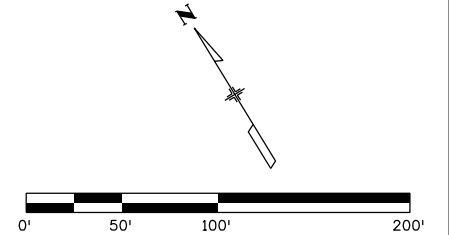
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Designer: M. MARTINEZ	Structure	
Detailer: A. HENGEL	Numbers	
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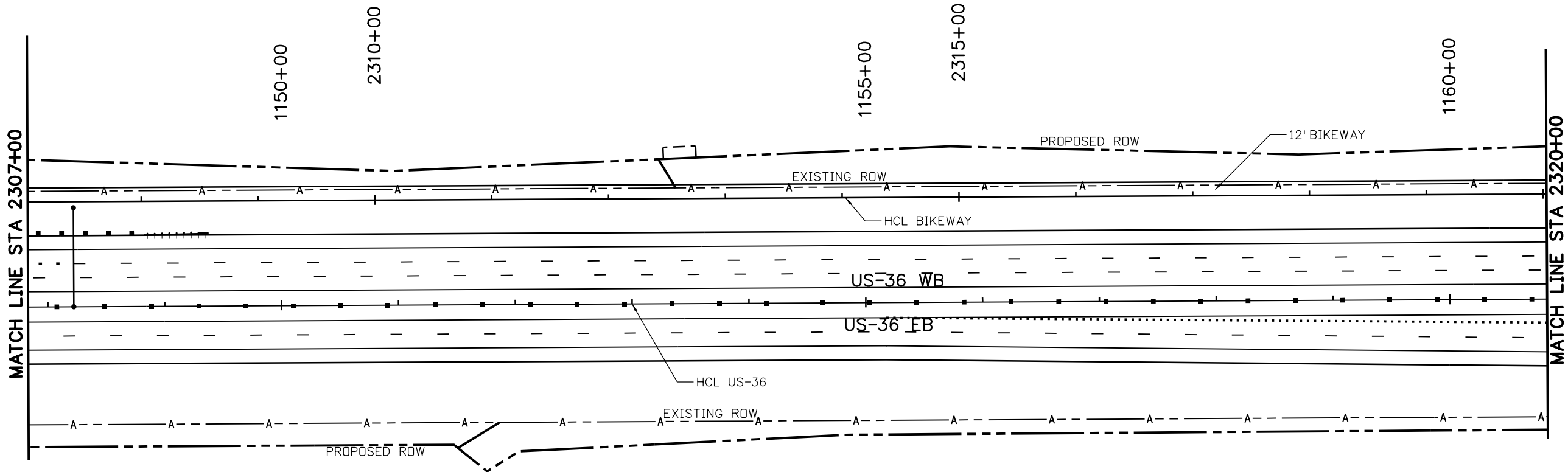
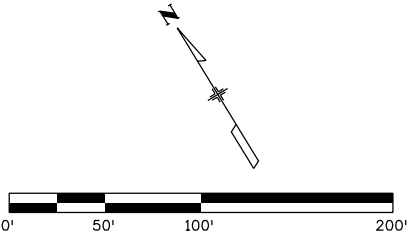
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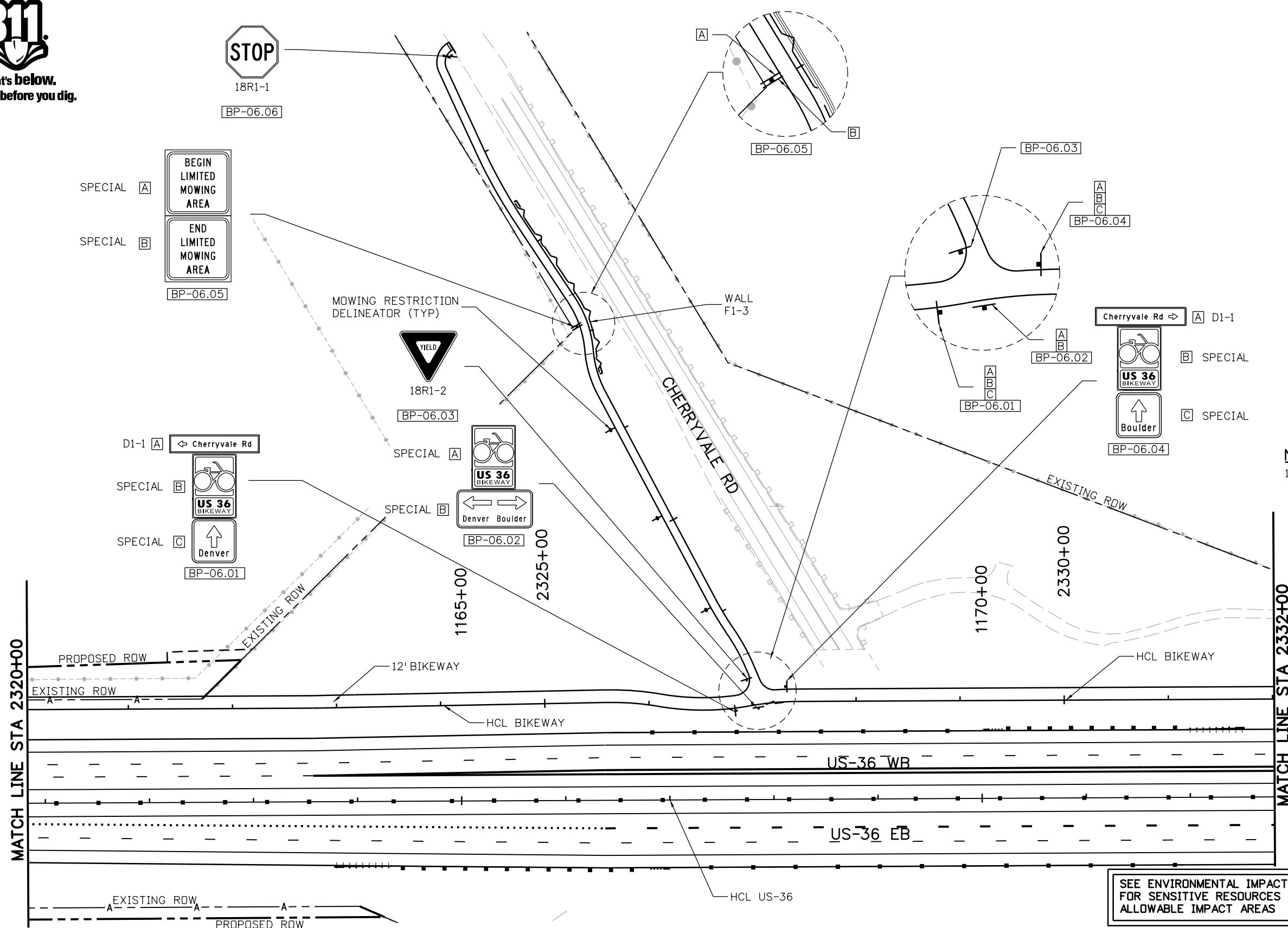
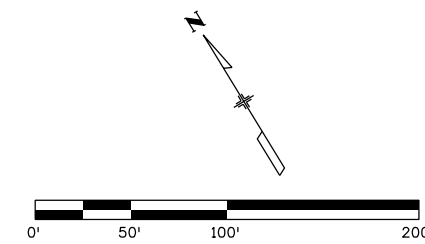
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		Revised:					20062	
		Void:		Sheet Subset: BIKEWAY		Subset Sheets: 8 of 32		Sheet: BPSS-05



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- NOTES:**
- SIGNS AND DELINEATION RELATED TO MOWING RESTRICTIONS SHALL BE PLACED 3-7 FEET FROM THE EDGE OF BIKEWAY PAVEMENT AS NECESSARY TO AVOID UTILITIES AND OTHER CONFLICTS. SEE SEGMENT F1 SIGNING PLANS FOR ADDITIONAL SIGNING AND DELINEATION RELATED TO MOWING RESTRICTIONS.

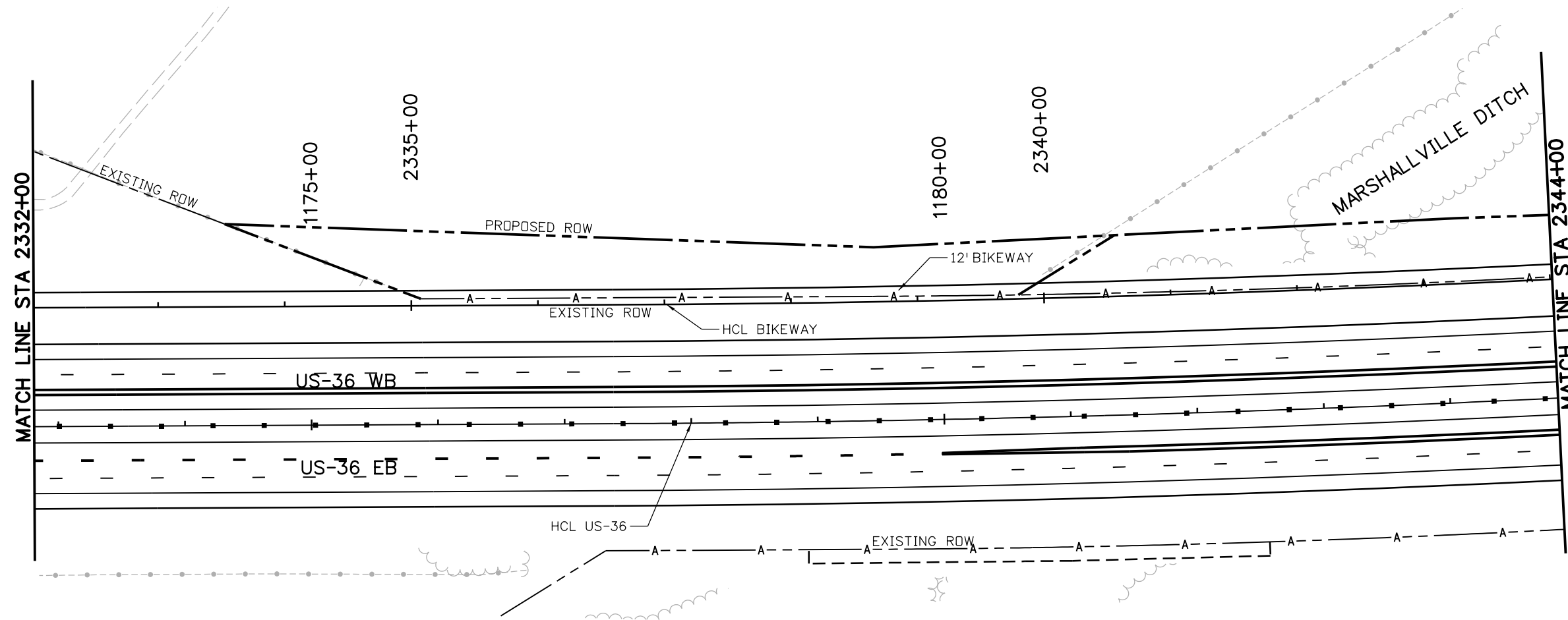
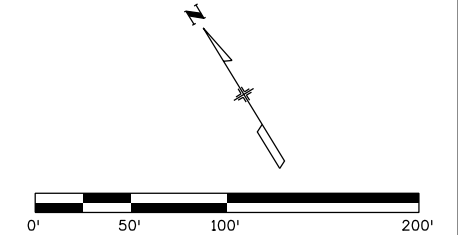
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												Sheet: BPSS-06	




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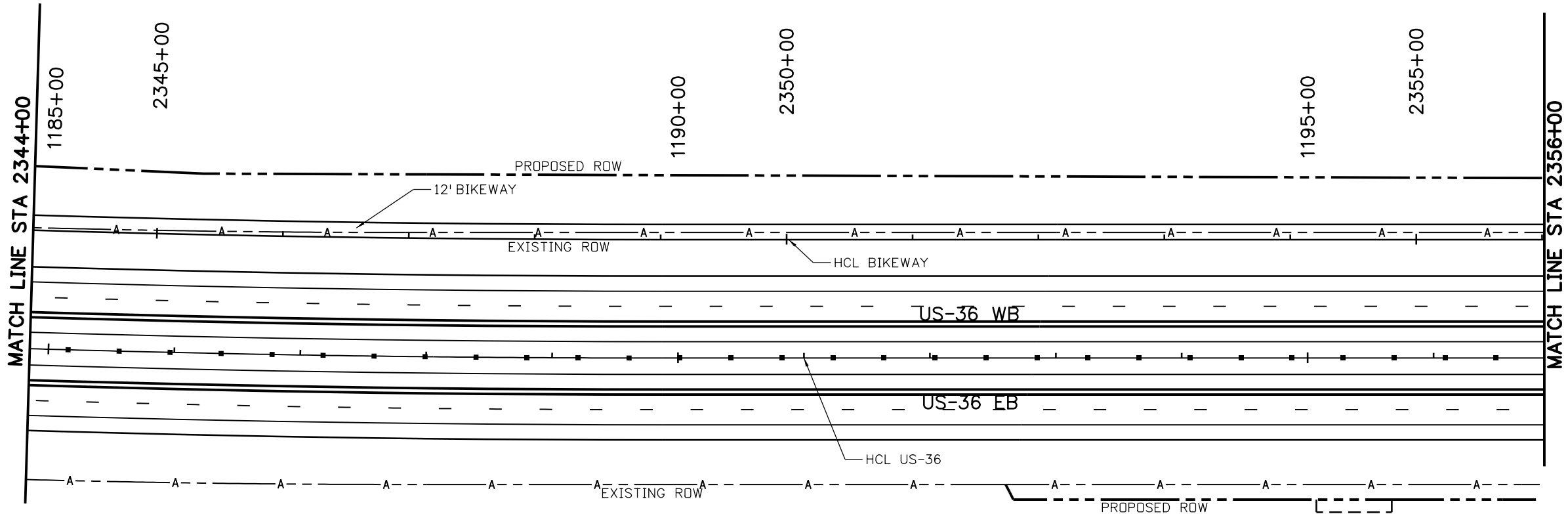
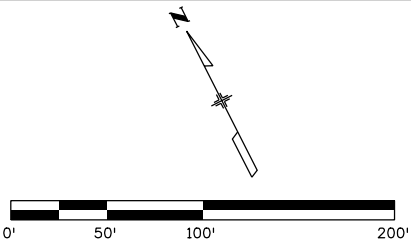
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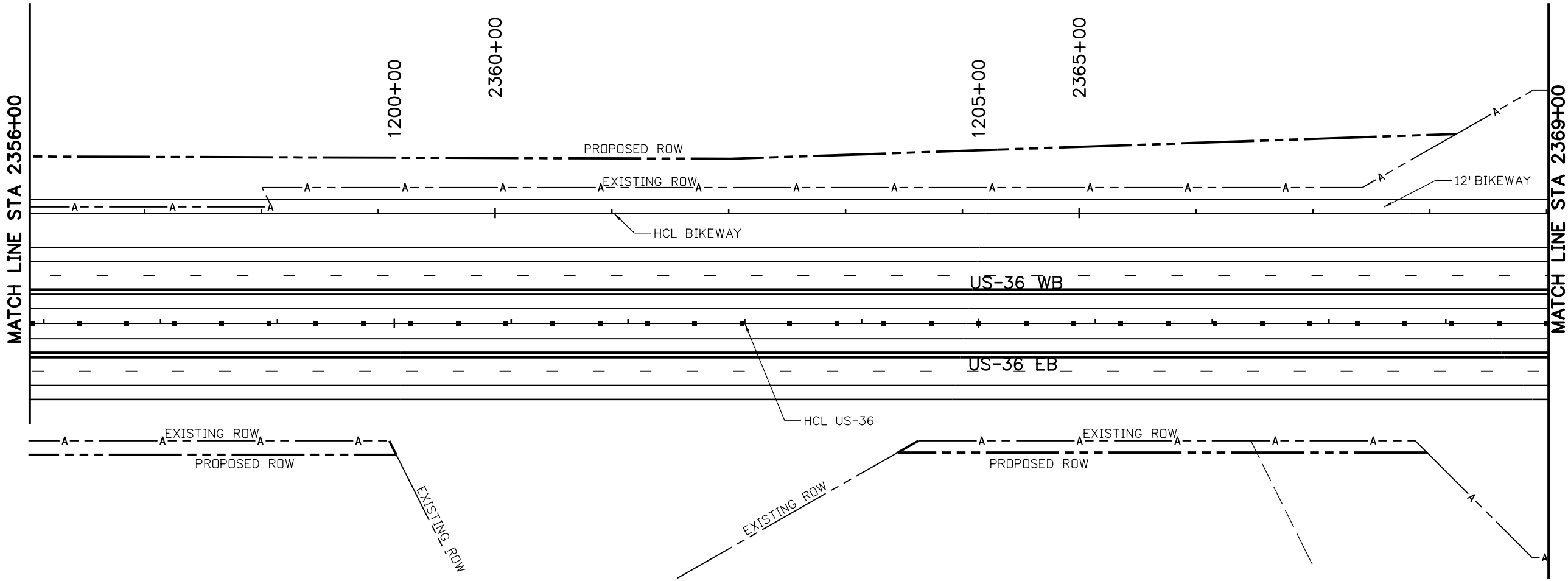
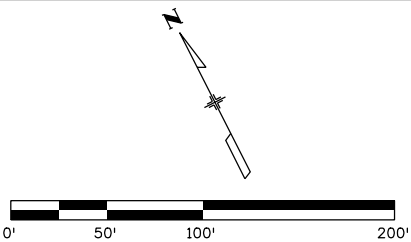
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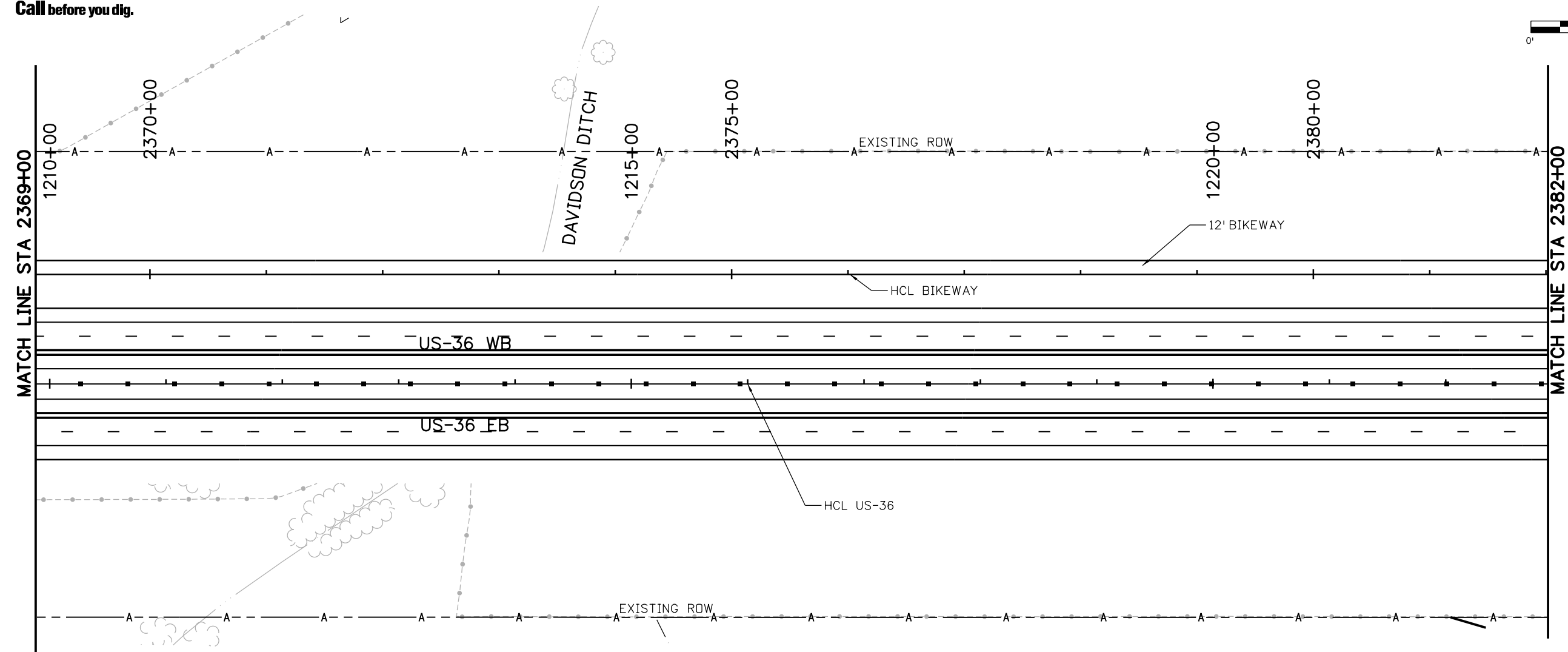
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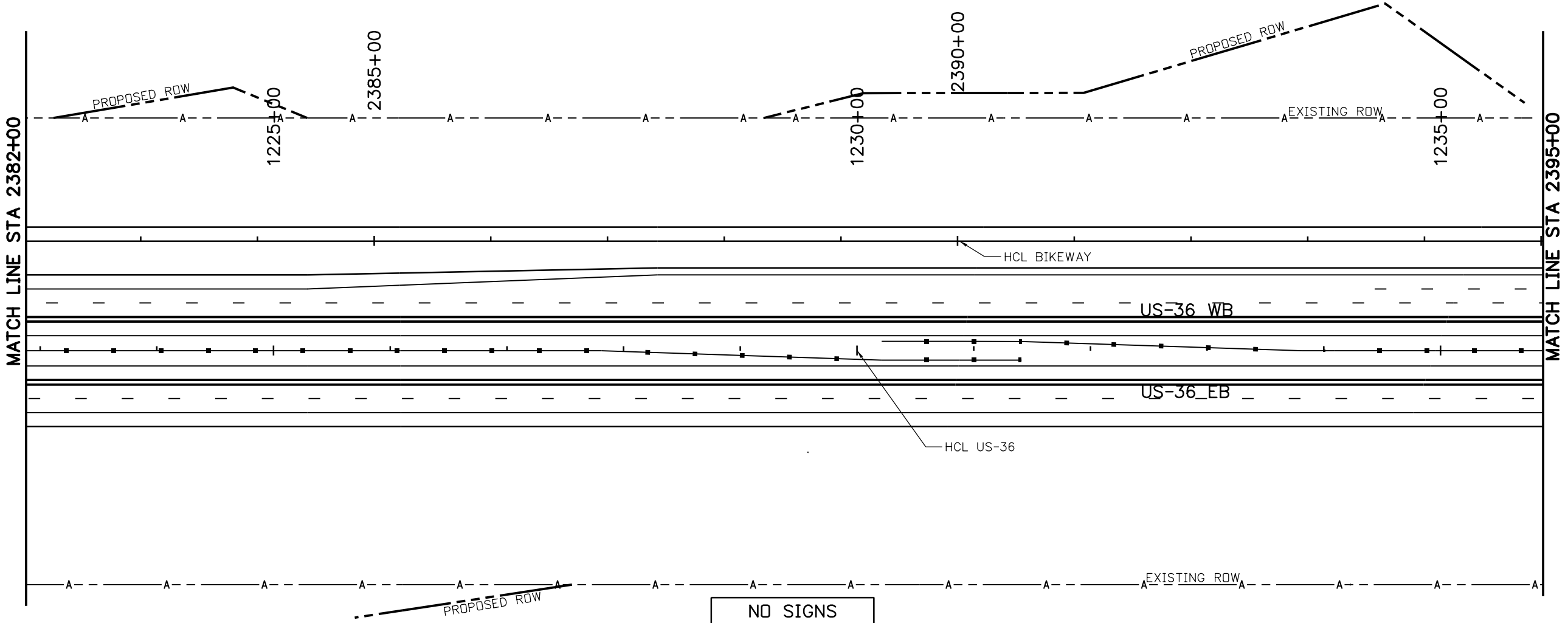
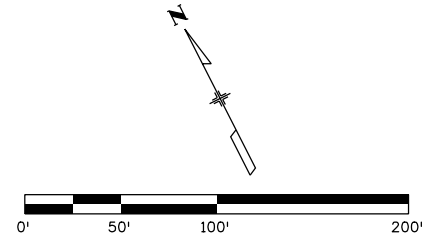
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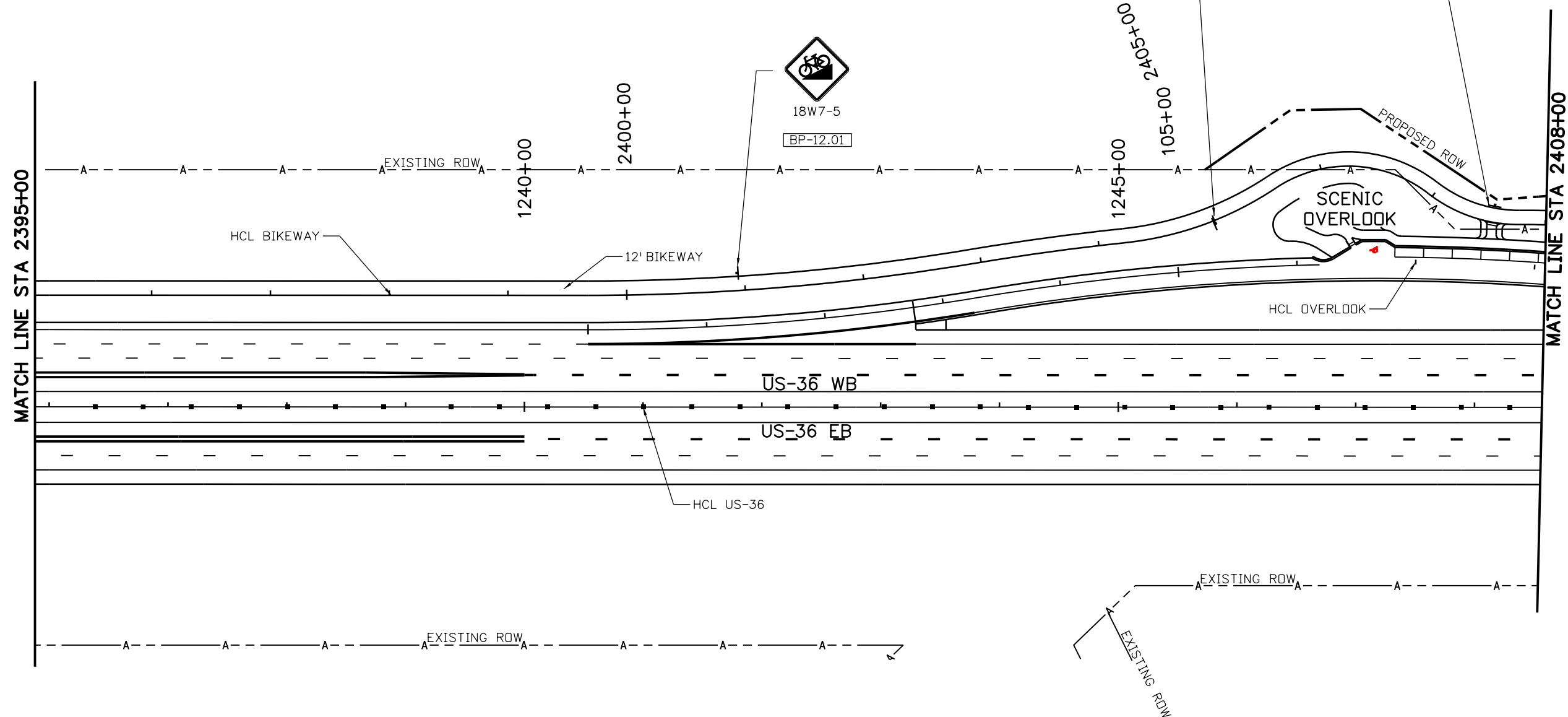
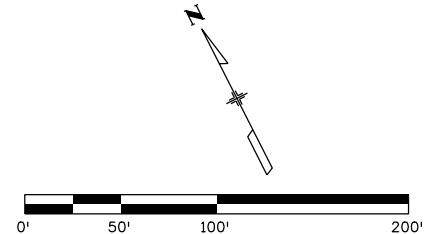
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Designer: M. MARTINEZ	Structure		
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NOTES:

- SEE SEGMENT F2 PLANS FOR ADDITIONAL SIGNING RELATED TO SCENIC OVERLOOK.

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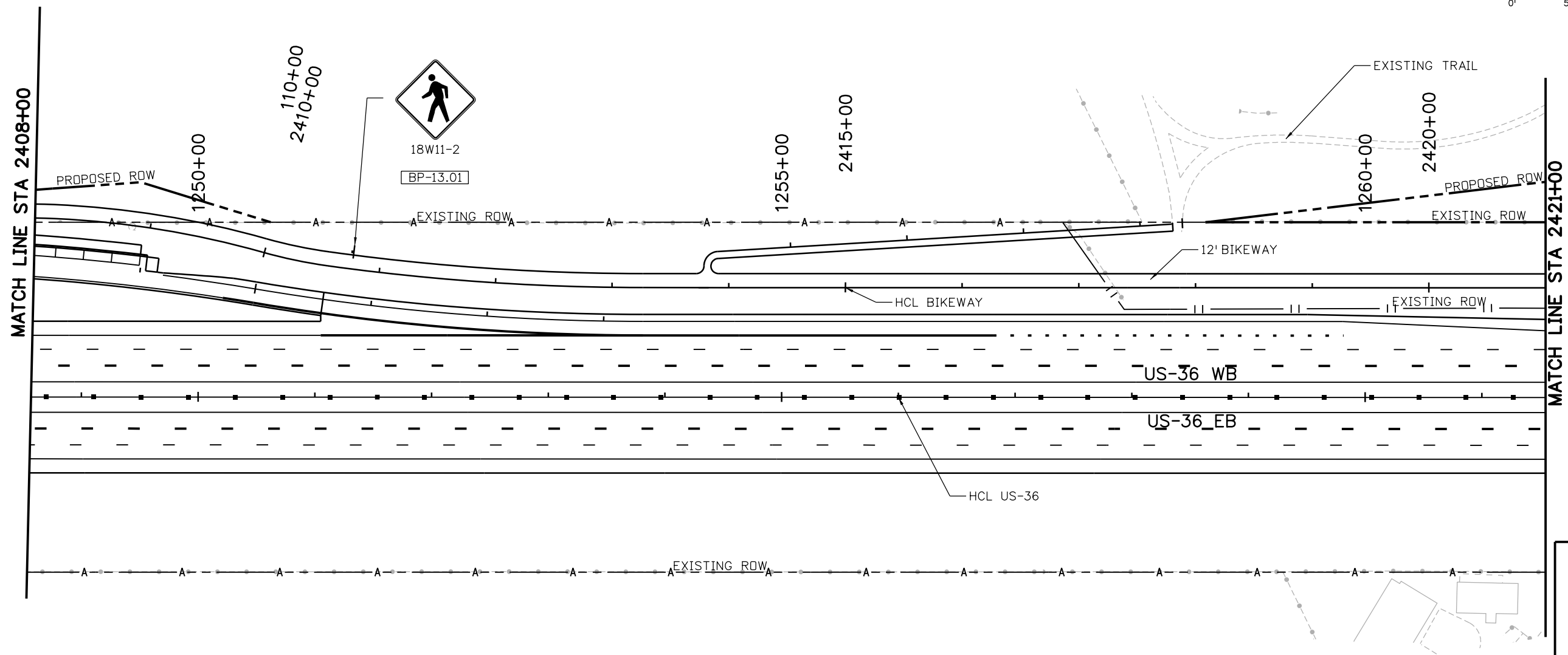
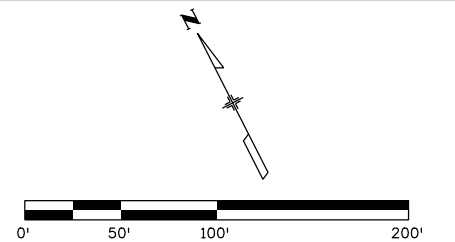
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SIGNING & STRIPING LAYOUT
STA 2395+00 TO STA 2408+00**
Designer: M. MARTINEZ
Detailer: A. HENGEL
Sheet Subset: BIKEWAY
Structure Numbers:
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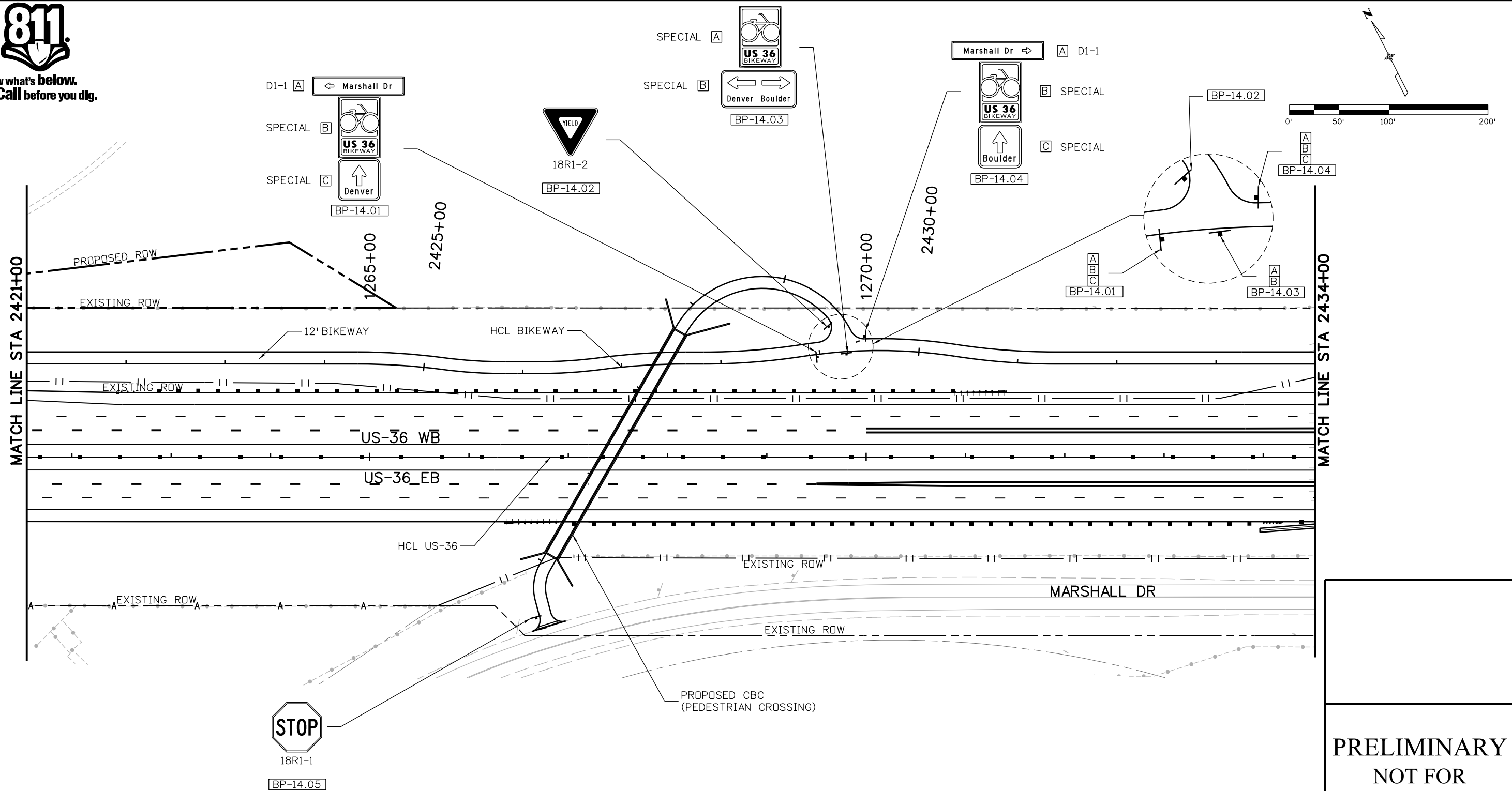
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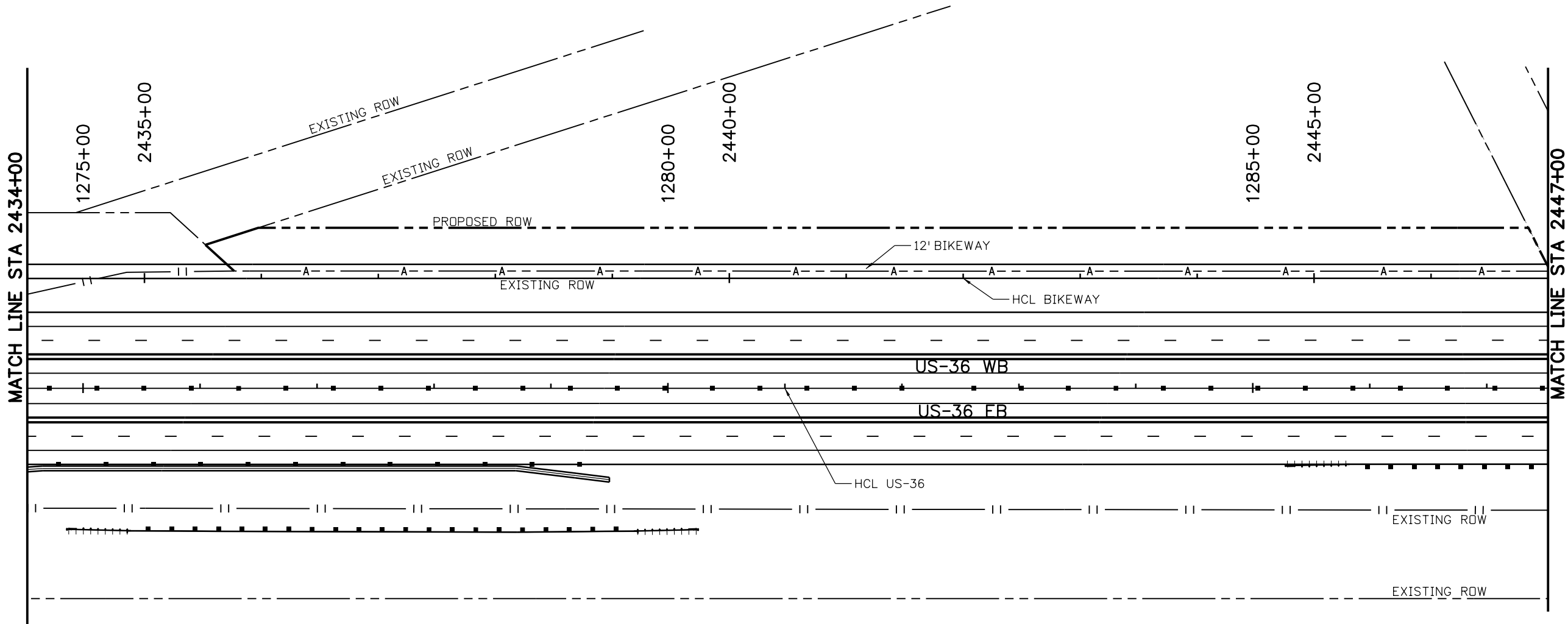
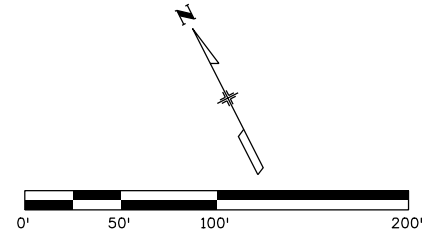
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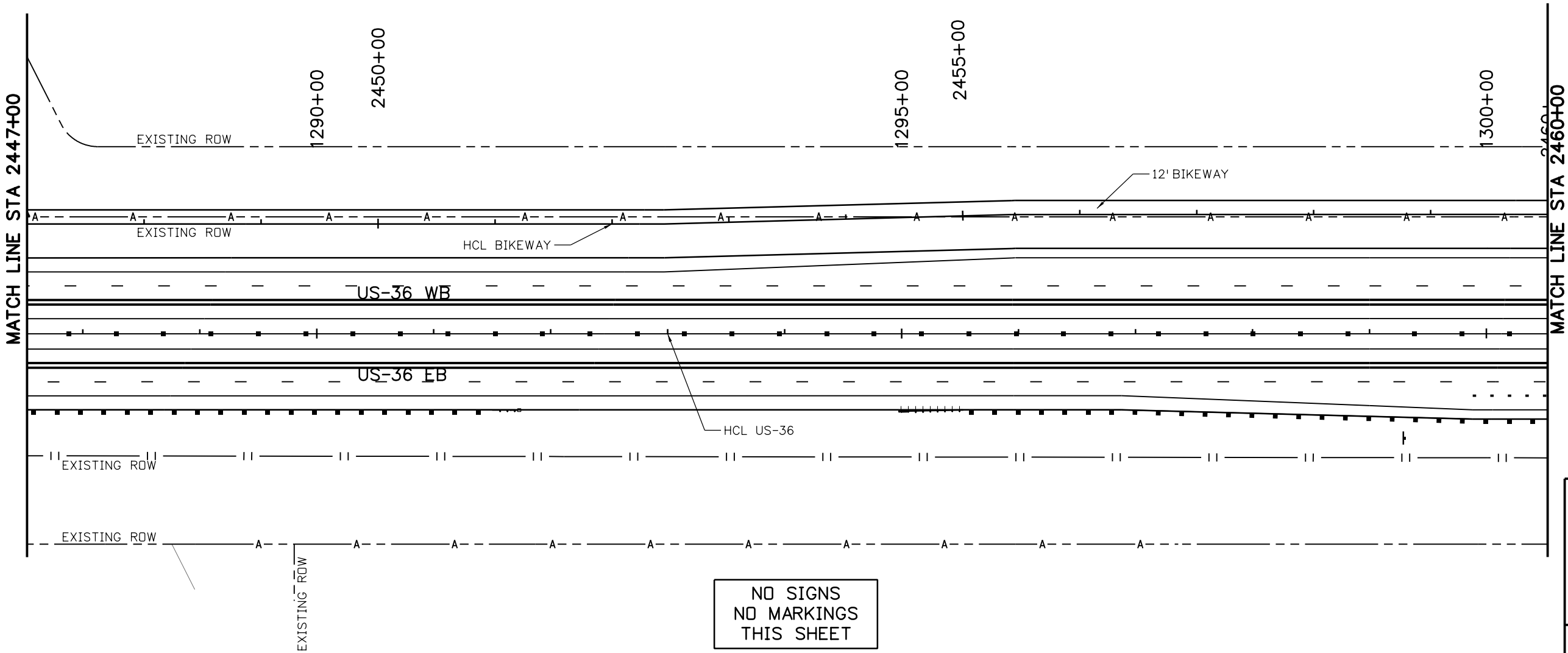
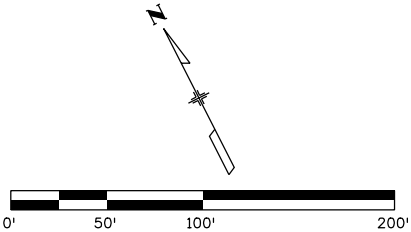
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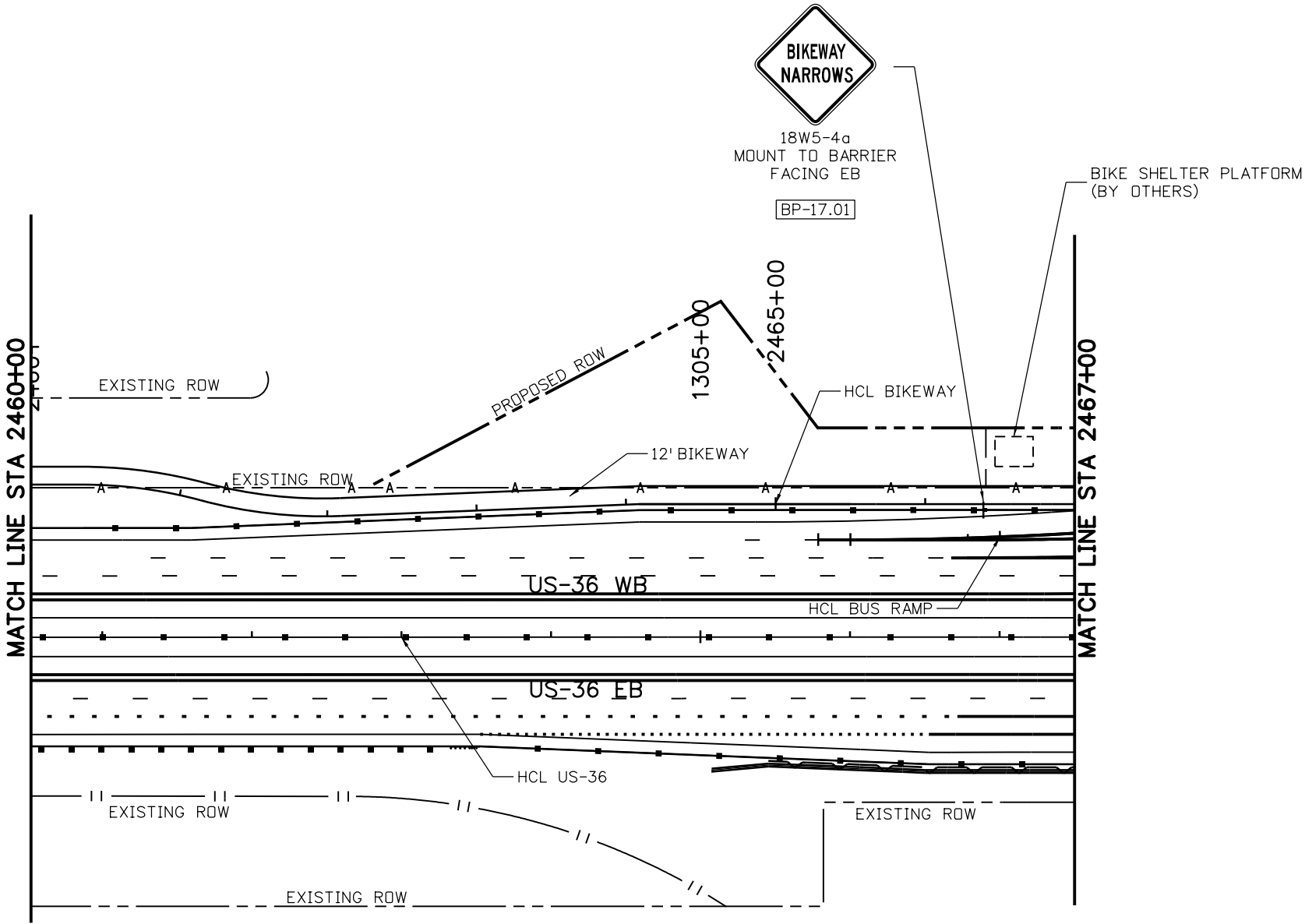
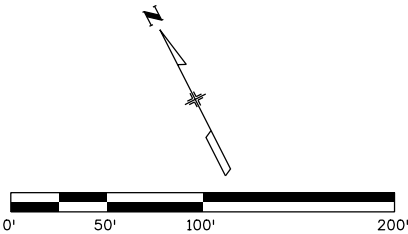
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Designer: M. MARTINEZ	Structure		
Detailer: A. HENGEL	Numbers		
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Designer: M. MARTINEZ	Structure Numbers	
Detailer: A. HENGEL		
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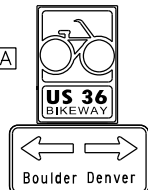


18W11-2
FACING EB



BP-18.01

SPECIAL B



BP-18.05



12R9-6

BP-18.07

WALL
E2-18

MCCASLIN
PNR

10' BIKEWAY

PROPOSED ROW

EXISTING ROW

MATCH LINE STA 2467+00

US-36 EB

EXISTING ROW

END 1:15 TAPER
+67, 4' LT

BEGIN LINE
BEGIN 1:15 TAPER
+38, 6' LT

2' x 10'
CROSSWALK (TYP)

END LINE
END 1:15 TAPER
+55, 5' LT

BEGIN 1:15 TAPER
+40, 4' LT

4" SOLID YELLOW
CENTER LINE



12R9-6

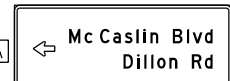
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BP-18.06

BP-18.04

BP-18.02

SPECIAL A



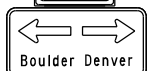
12R9-6



BP-18.02



SPECIAL A



BP-18.06

SPECIAL B



SPECIAL A



BP-18.04

12R9-6

18W11-2

BP-18.03

8' SIDEWALK

WALL
E2-9

WALL
E2-15

EXISTING ROW

WALL
E2-7

PROPOSED BRIDGE
STR. NO. E-16-ZI

HCL BIKEWAY

HCL BUS RAMP

HCL WB ON-RAMP

US-36 WB

HCL US-36

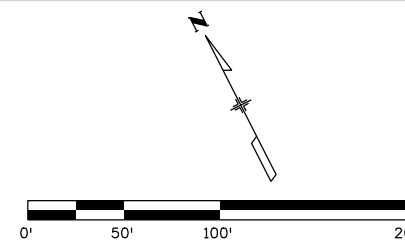
BEGIN LINE
+45

4" SOLID YELLOW
CENTER LINE

12' BIKEWAY

EXISTING BRIDGE
STR. NO. E-16-KZ
TO BE MODIFIED

MATCH LINE STA 2479+00



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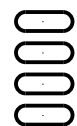
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WEST US-36 BIKEWAY
SIGNING & STRIPING LAYOUT
STA 2467+00 TO STA 2479+00

Designer: M. MARTINEZ

Detailer: A. HENGEL

Sheet Subset: BIKEWAY

Structure
Numbers

Subset Sheets: 21 of 32

Project No./Code

NH 0361-103

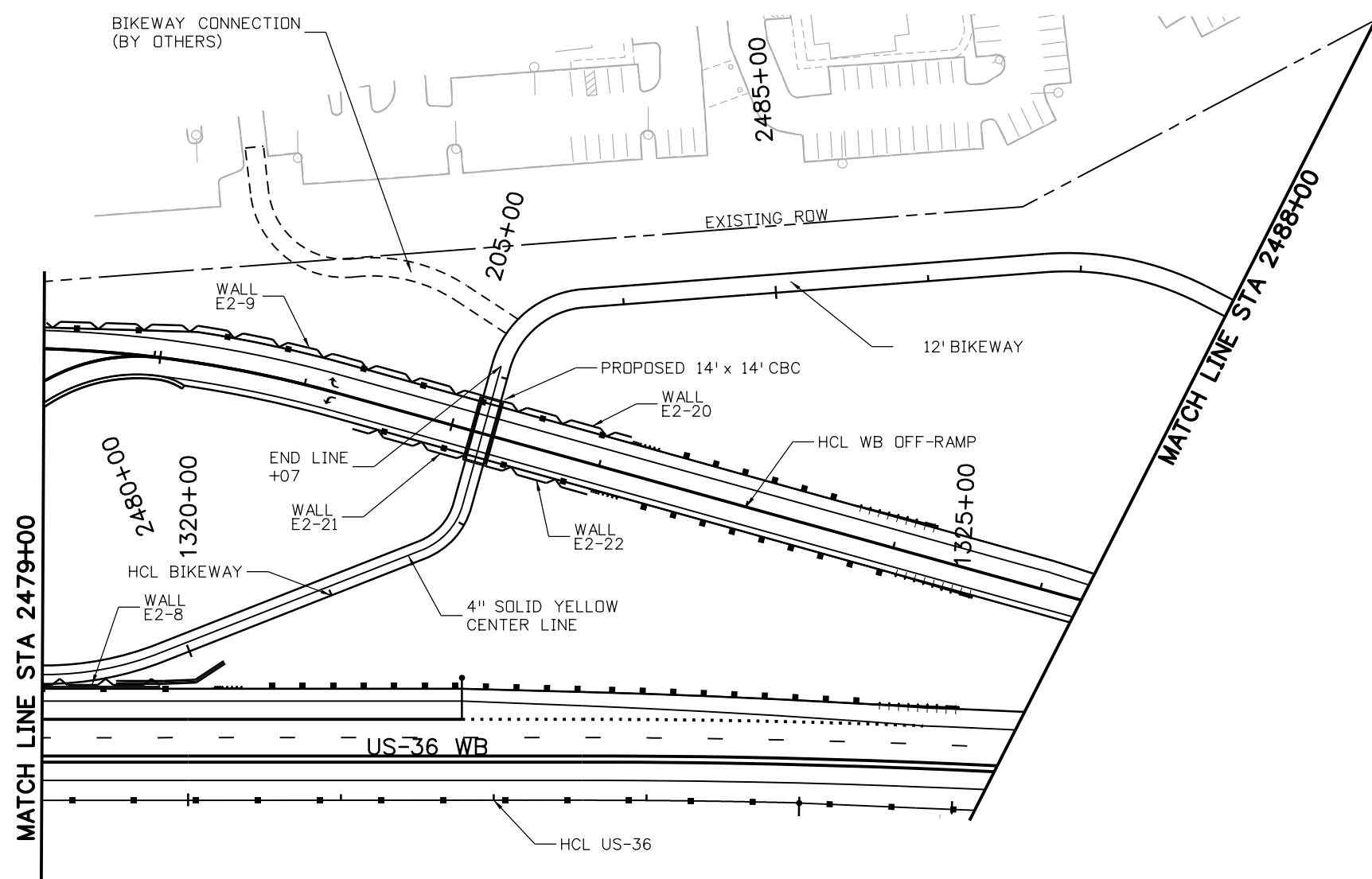
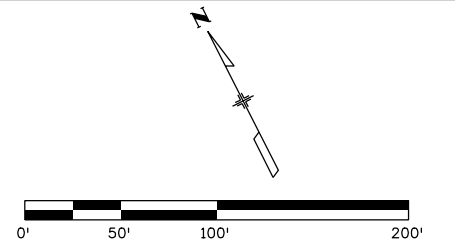
20062

Sheet: BPSS-18

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PLENARY ROADS DENVER WITH AMES/GRANITE JOINT VENTURE

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Region 1

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Revised:
Void:

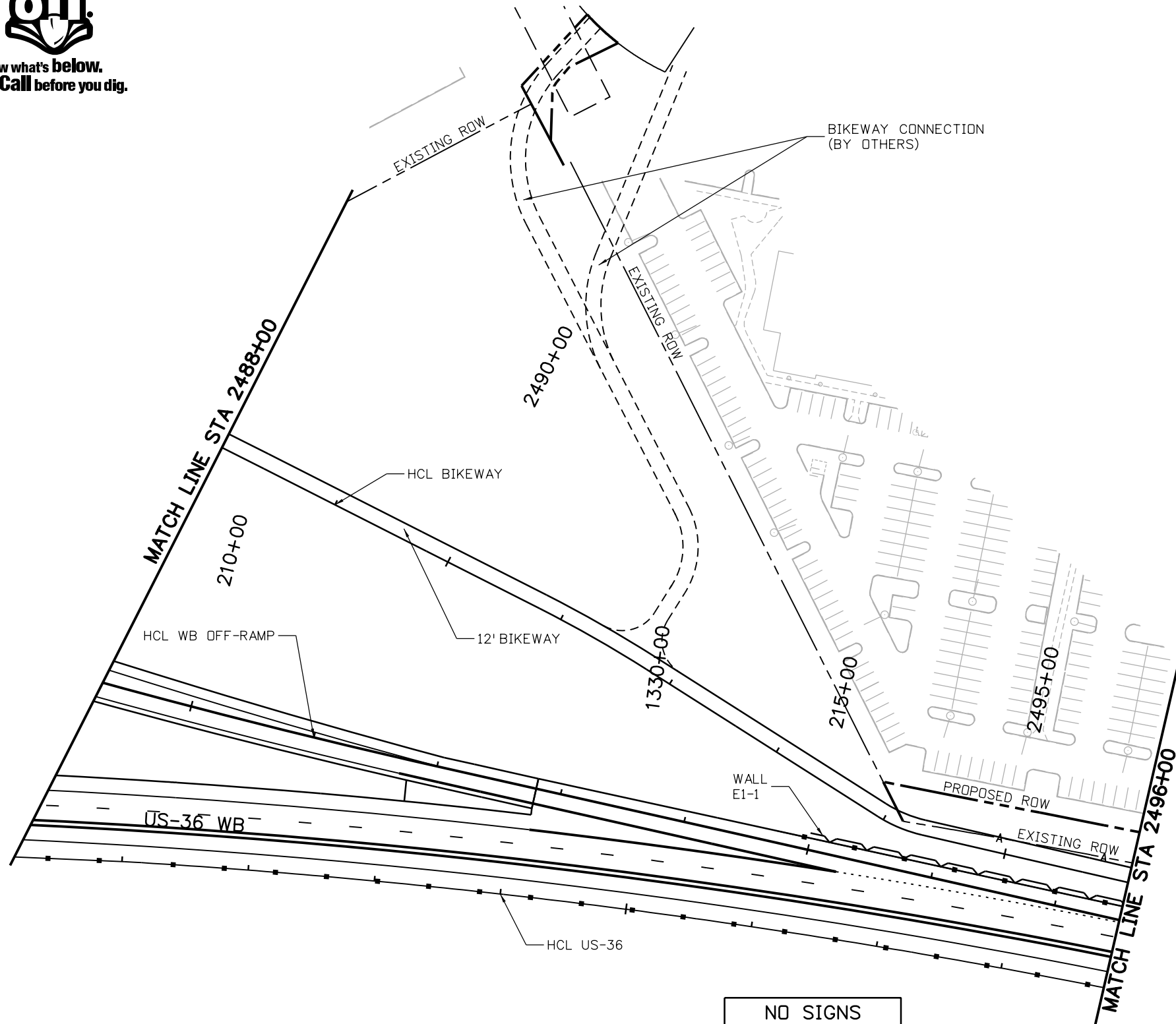
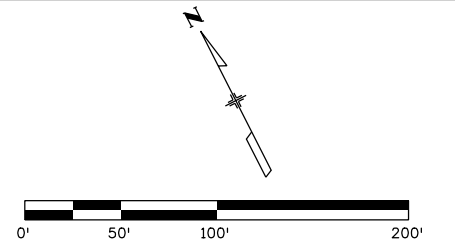
WEST US-36 BIKEWAY SIGNING & STRIPING LAYOUT STA 2479+00 TO STA 2488+00		
Designer: M. MARTINEZ	Structure	
Detailer: A. HENGEL	Numbers	
Sheet Subset: BIKEWAY	Subset Sheets: 22 of 32	

Project No./Code
NH 0361-103
20062
Sheet: BPSS-19

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Print Date: 4/22/2014		<div>0000</div>	Sheet Revisions			Colorado Department of Transportation <div></div> 2000 South Holly Street Denver, Co 80222 Phone: 303-370-2040 FAX: 303-972-9114 Region 1MHG		As Constructed		WEST US-36 BIKEWAY SIGNING & STRIPING LAYOUT STA 2488+00 TO STA 2496+00			Project No./Code		
File Name: 18907TRAF_Plan-BPSS-20.dgn			Date:	Comments	Init.			No Revisions:				NH 0361-103			
Horiz. Scale: 1:100 Vert. Scale: As Noted								Revised:		Designer: M. MARTINEZ		Structure		20062	
Unit:								Void:		Detailer: A. HENGEL		Numbers		Sheet: BPSS-20	
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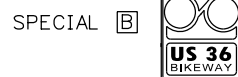


18R1-2

BP-21.01

MATCH LINE STA 2496+00

D1-1 A Coal Creek Trail



BP-21.02

Coal Creek Trail

A D1-1



B SPECIAL



C SPECIAL

BP-21.04

EXISTING COAL CREEK
REGIONAL TRAIL

BP-21.01

1340+00

EXISTING SIDEWALK

BP-21.02

BP-21.04

A B C

A B C

A B C

A B C

A B C

A B C

A B C

A B C

A B C

A B C

A B C

A B C

A B C

A B C

A B C

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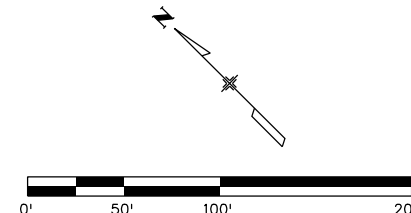
A B C

A B C

A B C

A B C

A B C



Coal Creek Trail

A D1-1



B SPECIAL



C SPECIAL

BP-21.03

US-36 WB

US-36 EB

3110+00

MATCH LINE STA 3111+00

COAL CREEK CROSSING
STR. NO. E-16-ZG

HCL BIKEWAY

12' BIKEWAY

PROPOSED ROW

Coal Creek Trail

A D1-1



B SPECIAL



C SPECIAL

BP-21.05



18R1-2

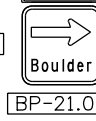
BP-21.06

D1-1 A Coal Creek Trail

SPECIAL B



SPECIAL C



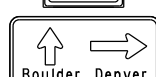
BP-21.07

Coal Creek Trail

A D1-1



B SPECIAL



C SPECIAL

BP-21.08

BP-21.07

BP-21.05

BP-21.08

BP-21.06

PROPOSED BRIDGE
(COAL CREEK)

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WEST US-36 BIKEWAY
SIGNING & STRIPING LAYOUT
STA 2496+00 TO STA 3111+00

Designer: M. MARTINEZ

Detailer: A. HENGEL

Sheet Subset: BIKEWAY

Structure

Numbers

Subset Sheets:

24 of 32

Project No./Code

NH 0361-103

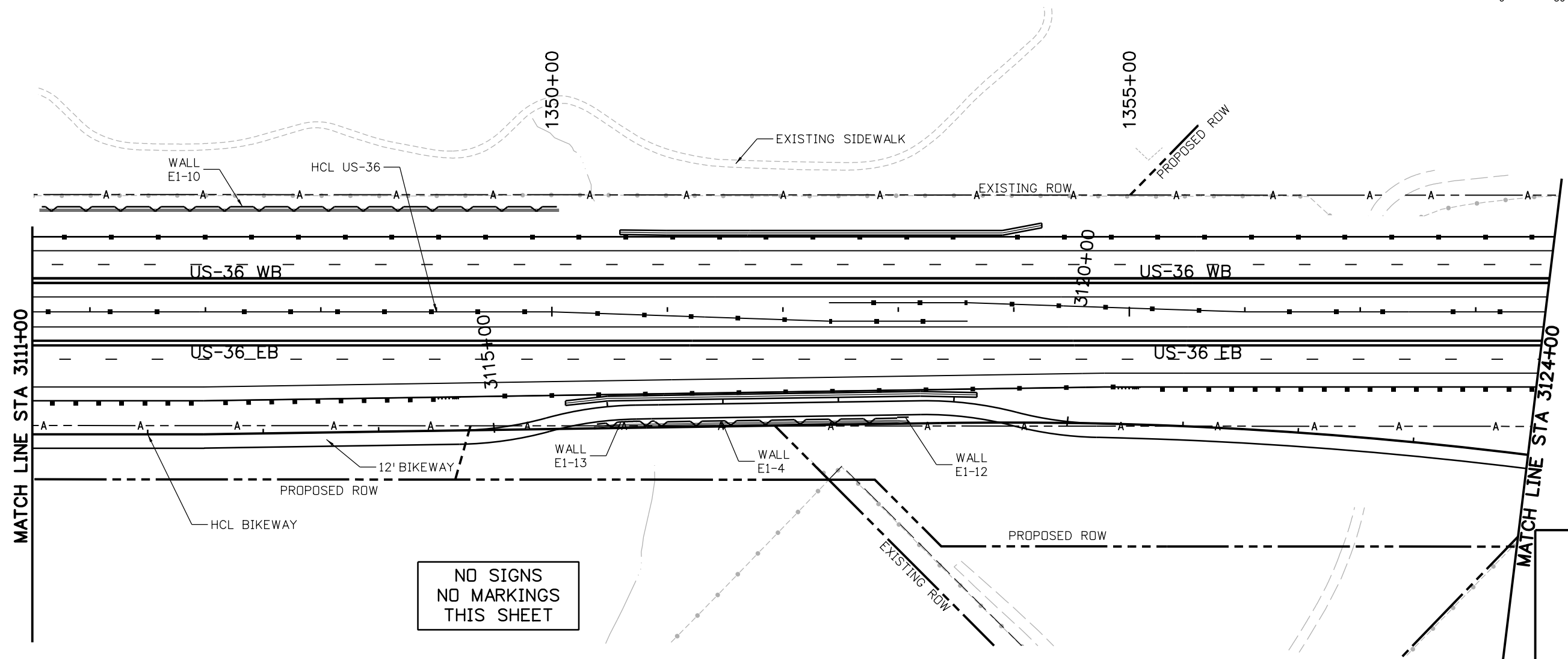
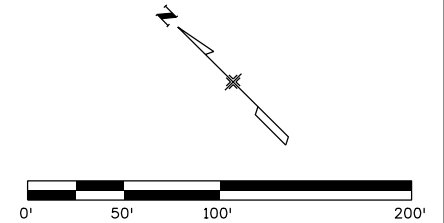
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Sheet: BPSS-21

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Void:

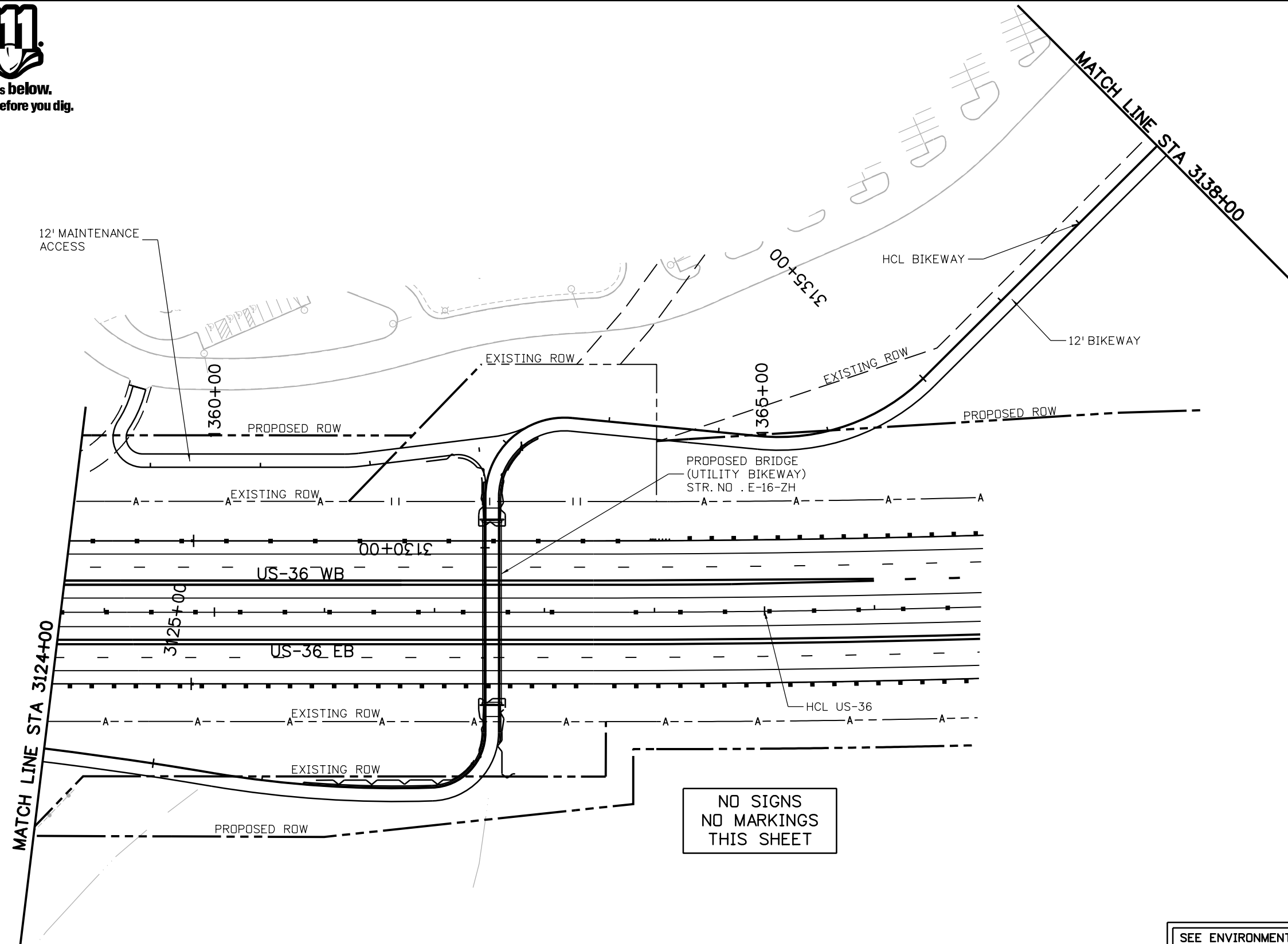
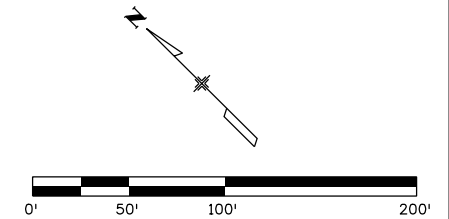
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Designer: M. MARTINEZ	Structure	
Detailer: A. HENGEL	Numbers	
Sheet Subset: BIKEWAY	Subset Sheets: 25 of 32	

Project No./Code
NH 0361-103
20062
Sheet: BPSS-22

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Horiz. Scale: 1:100 Vert. Scale: As Noted
Unit:
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Revised:
Void:

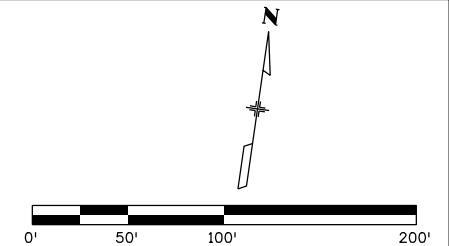
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Designer: M. MARTINEZ	Structure	
Detailer: A. HENGEL	Numbers	
Sheet Subset: BIKEWAY	Subset Sheets: 26 of 32	

Project No./Code
NH 0361-103
20062
Sheet: BPSS-23

chengel 3:45:20 PM c:\pwworking\ama\dl1377342\18907TRAF_Plan-BPSS-23.dgn



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MATCH LINE STA 3138+00



18W7-5

BP-24.05

3140+00

3145+00

HCL BIKEWAY

12' BIKEWAY

BP-24.03

BP-24.01

BP-24.02

BP-24.06



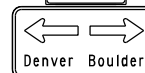
18R1-2

BP-24.03

SPECIAL A



SPECIAL B



BP-24.02

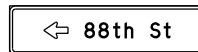
EXISTING ROW

END LINE +81

4" SOLID YELLOW CENTER LINE

BEGIN LINE +17

D1-1 A



SPECIAL B



SPECIAL C



BP-24.01



18W7-5

BP-24.06

BEGIN LINE +42

4" SOLID YELLOW CENTER LINE

END LINE +53

MATCH LINE STA 3151+00

88TH ST

3150+00

CONSTRUCTION LIMIT
STA +00

88th St → A D1-1



B SPECIAL

C SPECIAL

BP-24.04

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Print Date: 4/22/2014

File Name: 18907TRAF_Plan-BPSS-24.dgn

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Unit:

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Date:	Comments	Init.

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Void:

WEST US-36 BIKEWAY
SIGNING & STRIPING LAYOUT
STA 3138+00 TO STA 3151+00

Designer: M. MARTINEZ

Detailer: A. HENGEL

Sheet Subset: BIKEWAY

Structure

Numbers

Subset Sheets: 27 of 32

Project No./Code

NH 0361-103

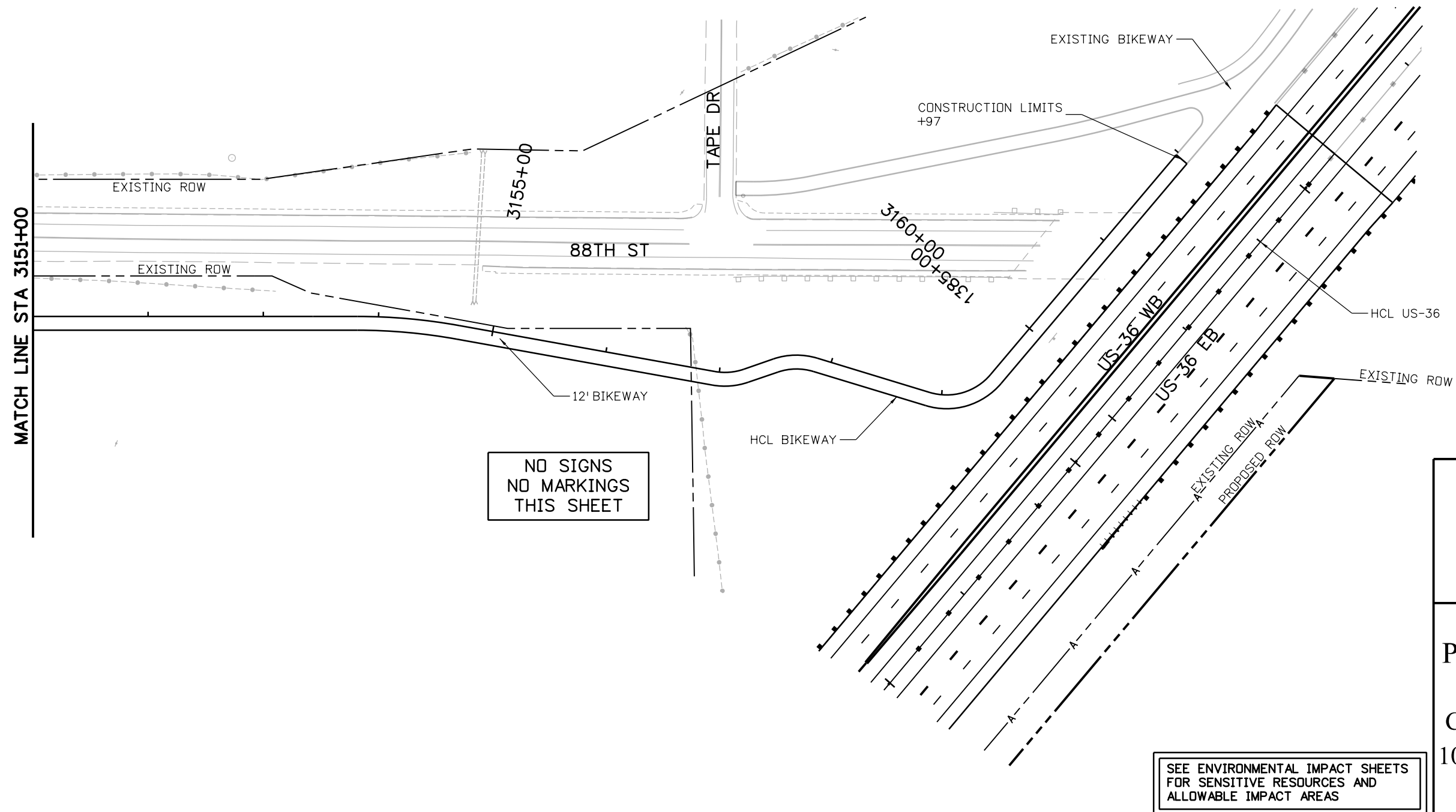
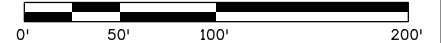
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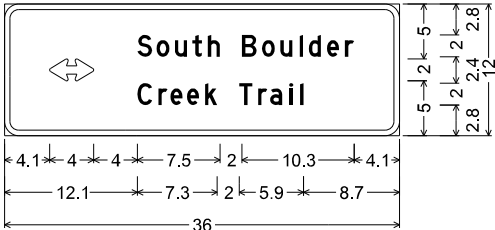
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Print Date: 4/22/2014		<div><div></div><div></div><div></div><div></div><div></div></div>	Sheet Revisions			<div><div><div><div></div><div></div></div><div>DOT</div><div>DEPARTMENT OF TRANSPORTATION</div></div><div>2000 South Holly Street Denver, Co 80222 Phone: 303-370-2040 FAX: 303-972-9114</div><div>Region 1MHG</div></div>	As Constructed		WEST US-36 BIKEWAY SIGNING & STRIPING LAYOUT STA 3151+00 TO STA 3161+97				Project No./Code	
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Horiz. Scale: 1:100 Vert. Scale: As Noted							Revised:		Designer: M. MARTINEZ	Structure	20062			
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PLENARY ROADS DENVER WITH AMES/GRANITE JOINT VENTURE									Sheet Subset: BIKEWAY	Subset Sheets: 28 of 32				


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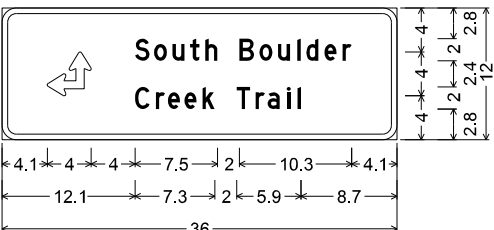


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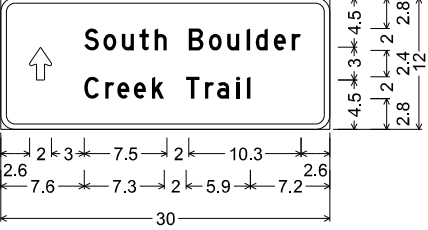
1.3" Radius, 0.5" Border, White on Green;
Double Headed Arrow Custom - 4.0" 0°;
[South Boulder] D; [Creek Trail] D;
Table of letter and object lefts.

	S	o	u	t	h
4.1	12.1	13.9	15.5	17.1	18.5
	B	o	u	l	d
	21.6	23.5	25.1	26.9	27.7
	e	r			
	29.4	31.0			
C	r	e	e	k	
12.1	14.0	15.1	16.6	18.3	
	T	r	a	i	l
	21.4	23.1	24.2	26.0	26.9




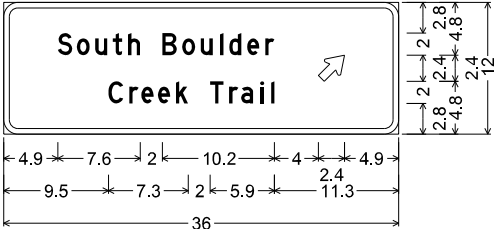
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90 Deg Double Headed Arrow Custom 4.0" X 4.0°;
[South Boulder] D; [Creek Trail] D;
Table of letter and object lefts.

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4.1	12.1	13.9	15.5	17.1	18.5
	B	o	u	l	d
	21.6	23.5	25.1	26.9	27.7
	e	r			
	29.4	31.0			
C	r	e	e	k	
12.1	14.0	15.1	16.6	18.3	
	T	r	a	i	l
	21.4	23.1	24.2	26.0	26.9




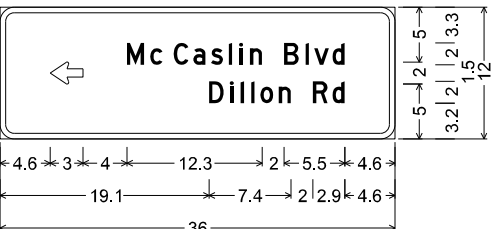
1.3" Radius, 0.5" Border, White on Green;
Standard Arrow Custom 3.0" X 2.0" 90°;
[South Boulder] D; [Creek Trail] D;
Table of letter and object lefts.

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2.6	7.6	9.4	11.0	12.6	14.0
	B	o	u	l	d
	17.1	19.0	20.6	22.4	23.2
	e	r			
	24.9	26.5			
C	r	e	e	k	
7.6	9.5	10.6	12.1	13.8	
	T	r	a	i	l
	16.9	18.6	19.7	21.5	22.4




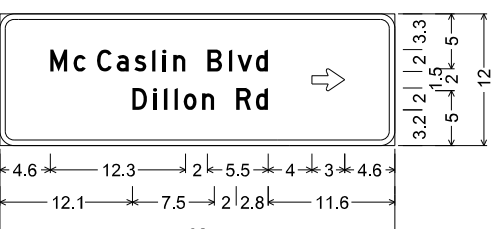
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Table of letter and object lefts.

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4.9	6.7	8.3	9.9	11.3
	B	o	u	l
	14.5	16.3	18.0	19.7
	d	e	r	
	20.6	22.2	23.8	
				
	28.7			
C	r	e	e	k
9.5	11.4	12.5	14.1	15.7
	T	r	a	i
	18.8	20.5	21.6	23.4
	l			
	24.4			




1.3" Radius, 0.5" Border, White on Green;
Standard Arrow Custom 3.0" X 2.0" 180°;
[McCaslin Blvd] D; [Dillon Rd] D;
Table of letter and object lefts.

					
4.6					
	M	c	C	a	s
	11.6	13.7	15.8	17.6	19.2
	l	i	n		
	20.9	21.8	22.8		
	B	l	v	d	
	25.9	27.9	28.6	30.3	
D	i	l	l	o	n
19.1	21.0	21.9	22.9	23.7	25.4
	R	d			
	28.5	30.3			



1.3" Radius, 0.5" Border, White on Green;
[McCaslin Blvd] D; [Dillon Rd] D;
Standard Arrow Custom 3.0" X 2.0" 0°;
Table of letter and object lefts.


M	c	C	a	s	l	i	n
4.6	6.7	8.9	10.7	12.2	13.9	14.8	15.8
	B	l	v	d			
	18.9	20.9	21.7	23.3	28.5		
D	i	l	l	o	n	R	d
12.1	14.0	15.0	15.9	16.8	18.4	21.6	23.3

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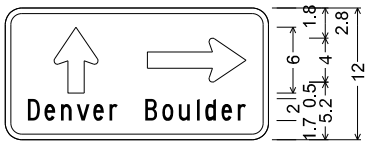
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As Constructed	WEST US-36 BIKEWAY SIGN PANEL DETAIL SHEET		Project No./Code
No Revisions:			NH 0361-103
Revised:	Designer: M. MARTINEZ	Structure Numbers	20062
Void:	Detailer: A. HENGEL		
	Sheet Subset: BIKEWAY	Subset Sheets: 29 of 32	Sheet: BPDTSS-01

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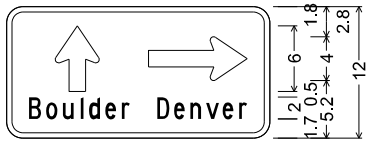


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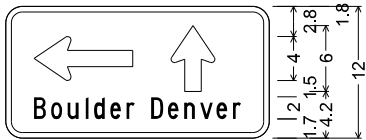
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Standard Arrow Custom 9.0" X 4.0" 0°;
[Denver] C; [Boulder] C;
Table of letter and object lefts.

↑	⇒					
4.4	12.9					
D	e	n	v	e	r	
2.1	3.6	5.1	6.5	8.0	9.5	
B	o	u	l	d	e	r
12.7	14.3	15.8	17.4	18.2	19.7	21.2



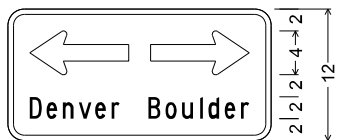
1.5" Radius, 0.5" Border, White on Blue;
Standard Arrow Custom 6.0" X 4.0" 90°;
Standard Arrow Custom 9.0" X 4.0" 0°;
[Boulder] C; [Denver] C;
Table of letter and object lefts.

↑	⇒					
4.4	12.9					
B	o	u	l	d	e	r
2.1	3.6	5.1	6.7	7.5	9.0	10.5
	D	e	n	v	e	r
	13.8	15.3	16.8	18.2	19.7	21.2



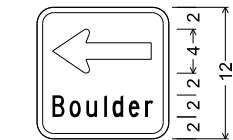
1.5" Radius, 0.5" Border, White on Blue;
Standard Arrow Custom 9.0" X 4.0" 180°;
Standard Arrow Custom 6.0" X 4.0" 90°;
[Boulder] C; [Denver] C;
Table of letter and object lefts.

←	↑					
2.6	15.1					
B	o	u	l	d	e	r
2.6	4.1	5.6	7.2	8.0	9.5	11.0
	D	e	n	v	e	r
	13.3	14.8	16.3	17.7	19.2	20.7



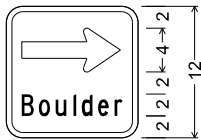
1.5" Radius, 0.5" Border, White on Blue;
Standard Arrow Custom 9.0" X 4.0" 180°;
Standard Arrow Custom 9.0" X 4.0" 0°;
[Denver] C; [Boulder] C;
Table of letter and object lefts.

<div>⇐⇒</div>						
2.0	13.0					
D	e	n	v	e	r	
2.0	3.5	5.0	6.5	8.0	9.4	
B	o	u	l	d	e	r
12.8	14.4	15.9	17.5	18.3	19.8	21.3



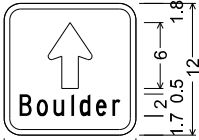
1.5" Radius, 0.5" Border, White on Blue;
Standard Arrow Custom 9.0" X 4.0" 180°;
[Boulder] C;
Table of letter and object lefts.

←						
1.4						
B	o	u	l	d	e	r
1.4	3.0	4.5	6.1	6.9	8.4	9.9



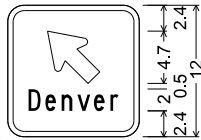
1.5" Radius, 0.5" Border, White on Blue;
Standard Arrow Custom 9.0" X 4.0" 0°;
[Boulder] C;
Table of letter and object lefts.

➡						
1.4						
B	o	u	l	d	e	r
1.4	3.0	4.5	6.1	6.9	8.4	9.9




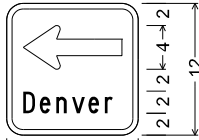
1.5" Radius, 0.5" Border, White on Blue;
Standard Arrow Custom 6.0" X 4.0" 90°;
[Boulder] C;
Table of letter and object lefts.

↑						
4.0						
B	o	u	l	d	e	r
1.4	3.0	4.5	6.1	6.9	8.4	9.9



1.5" Radius, 0.5" Border, White on Blue;
Standard Arrow Custom 6.0" X 4.0" 135°;
[Denver] C;
Table of letter and object lefts.

					
3.6					
D	e	n	v	e	r
1.9	3.4	4.9	6.4	7.9	9.4



1.5" Radius, 0.5" Border, White on Blue;
Standard Arrow Custom 9.0" X 4.0" 180°;
[Denver] C;
Table of letter and object lefts.

←					
1.5					
D	e	n	v	e	r
1.5	3.0	4.5	6.0	7.5	8.9

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Print Date: 4/22/2014
File Name: 18907TRAF_Plan_BPDTSS-02.dgn
Horiz. Scale: N/A Vert. Scale: N/A
Unit:
PLENARY ROADS DENVER WITH AMES/GRANITE JOINT VENTURE

0000	Sheet Revisions		
	Date:	Comments	Init.



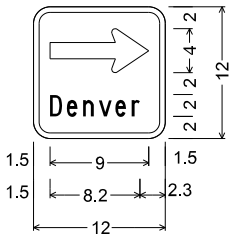
Colorado Department of Transportation
2000 South Holly Street
Denver, Co 80222
Phone: 303-370-2040 FAX: 303-972-9114
Region 1 MHG

As Constructed		WEST US-36 BIKEWAY SIGN PANEL DETAIL SHEET		Project No./Code
No Revisions:		Designer: M. MARTINEZ	Structure	NH 0361-103
Revised:		Detailer: A. HENGEL	Numbers	20062
Void:		Sheet Subset: BIKEWAY	Subset Sheets: 30 of 32	Sheet: BPDTSS-02

ahengel 3:46:02 PM c:\pwworking\oma\dl377342\18907TRAF_Plan_BPDTSS-02.dgn

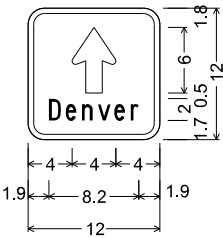


Know what's below.
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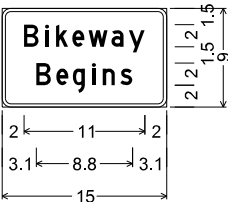
1.5" Radius, 0.5" Border, White on Blue;
Standard Arrow Custom 9.0" X 4.0" 0°;
[Denver] C;
Table of letter and object lefts.

1.5
D
1.5
e
3.0
n
4.5
v
6.0
e
7.5
r
8.9



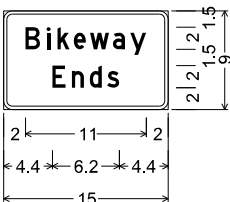
1.5" Radius, 0.5" Border, White on Blue;
Standard Arrow Custom 6.0" X 4.0" 90°;
[Denver] C;
Table of letter and object lefts.

4.0
D
1.9
e
3.4
n
4.9
v
6.4
e
7.9
r
9.4



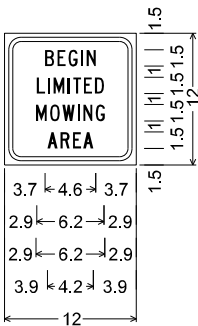
0.8" Radius, 0.3" Border, White on Blue;
[Bikeway] D;
[Begins] D;
Table of letter and object lefts.

B	i	k	e	w	a	y
2.0	3.9	4.9	6.4	7.9	10.0	11.6
B	e	g	i	n	s	
3.1	4.9	6.4	8.2	9.2	10.8	



0.8" Radius, 0.3" Border, White on Blue;
[Bikeway] D;
[Ends] D;
Table of letter and object lefts.

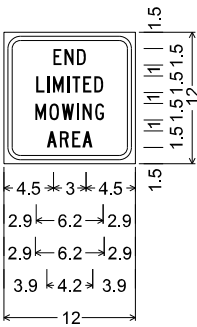
B	i	k	e	w	a	y
2.0	3.9	4.9	6.4	7.9	10.0	11.6
E	n	d	s			
4.4	6.2	7.9	9.4			



1.5" Radius, 0.4" Border, 0.4" Indent,
Black on White;
[BEGIN] C;
[LIMITED] C;
[MOWING] C;
[AREA] C;

Table of letter and object lefts.

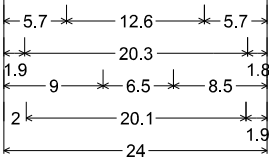
B	E	G	I	N		
3.7	4.8	5.8	7.0	7.5		
L	I	M	I	T	E	D
2.9	3.9	4.5	5.8	6.2	7.2	8.2
M	O	W	I	N	G	
2.9	4.2	5.3	6.7	7.2	8.3	
A	R	E	A			
3.9	5.1	6.2	7.2			



1.5" Radius, 0.4" Border, 0.4" Indent,
Black on White;
[END] C;
[LIMITED] C;
[MOWING] C;
[AREA] C;

Table of letter and object lefts.

E	N	D				
4.5	5.5	6.7				
L	I	M	I	T	E	D
2.9	3.9	4.5	5.8	6.2	7.2	8.2
M	O	W	I	N	G	
2.9	4.2	5.3	6.7	7.2	8.3	
A	R	E	A			
3.9	5.1	6.2	7.2			



R4-5_24x30;
1.5" Radius, 0.6" Border, 0.4" Indent, Black on White;
[KEEP] D; [HORSES] D;
[ON] D; [GRAVEL] D;

Table of letter and object lefts.

K	E	E	P		
5.7	9.2	12.4	15.6		
H	O	R	S	E	S
1.9	5.5	9.3	12.7	16.3	19.5
O	N				
9.0	12.8				
G	R	A	V	E	L
2.0	5.7	9.1	12.7	16.4	19.6

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File Name: 18907TRAF_Plan_BPDTSS-03.dgn
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Unit:
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0000	Sheet Revisions		
	Date:	Comments	Init.

Colorado Department of Transportation

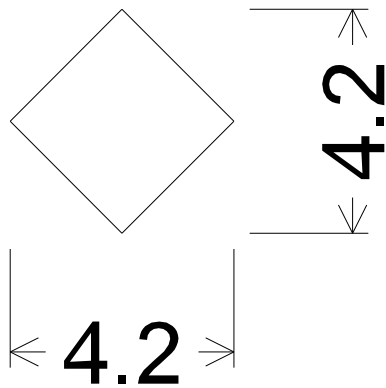
2000 South Holly Street Denver, Co 80222 Phone: 303-370-2040 FAX: 303-972-9114
Region 1 MHG

As Constructed		WEST US-36 BIKEWAY DETAIL SHEET			Project No./Code
No Revisions:					NH 0361-103
Revised:		Designer: M. MARTINEZ	Structure		20062
Void:		Detailer: A. HENGEL	Numbers		
		Sheet Subset: BIKEWAY	Subset Sheets: 31 of 32		Sheet: BPDTSS-03

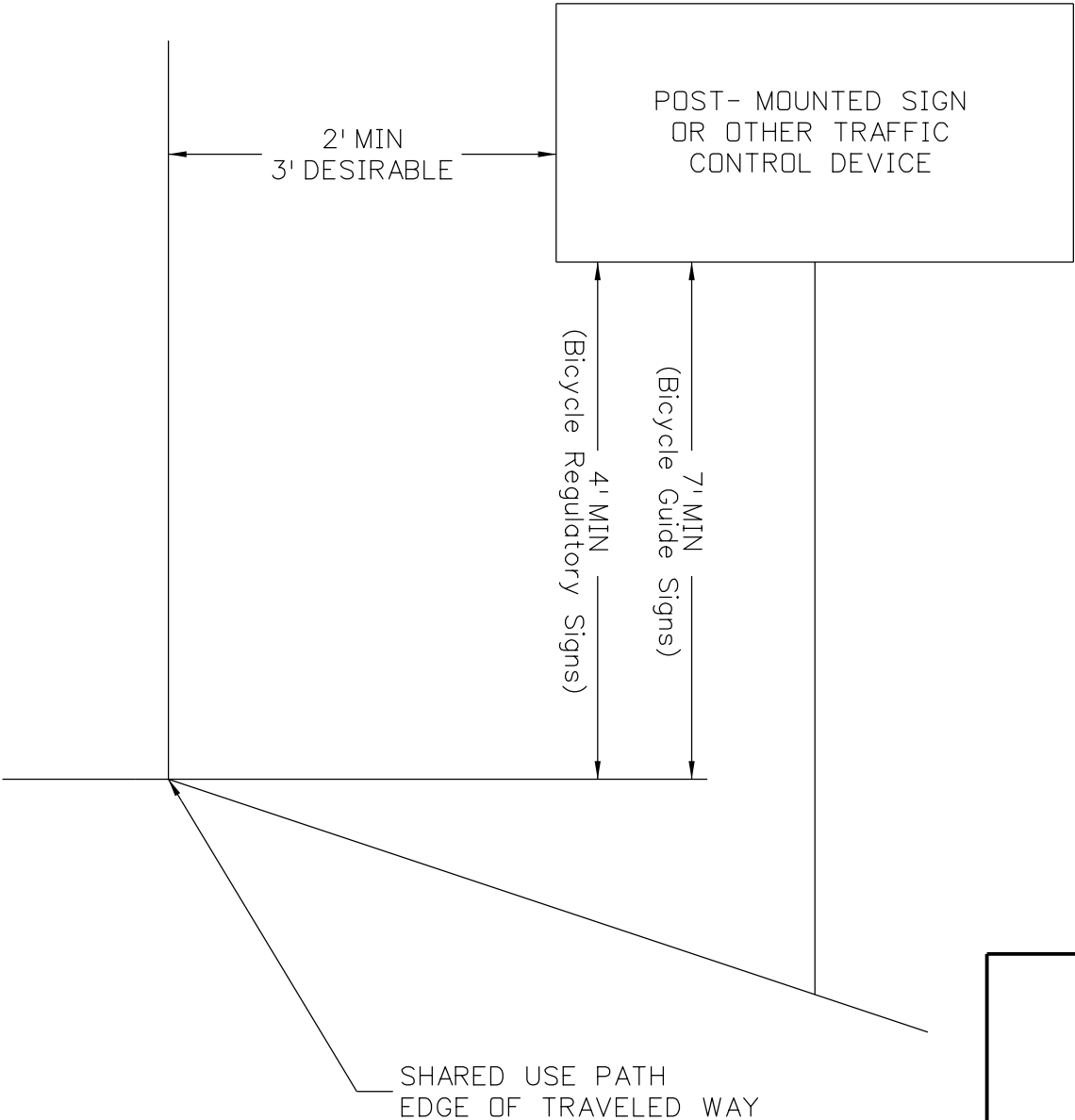
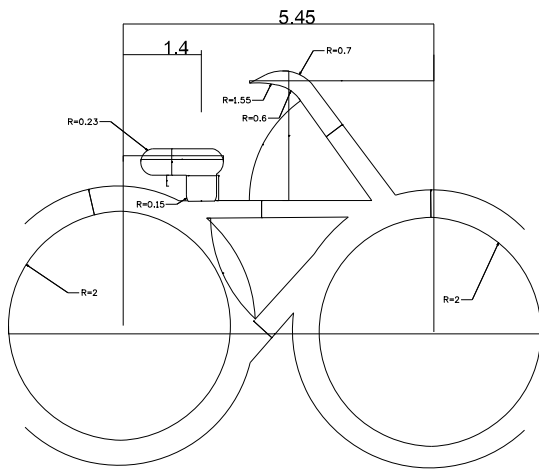
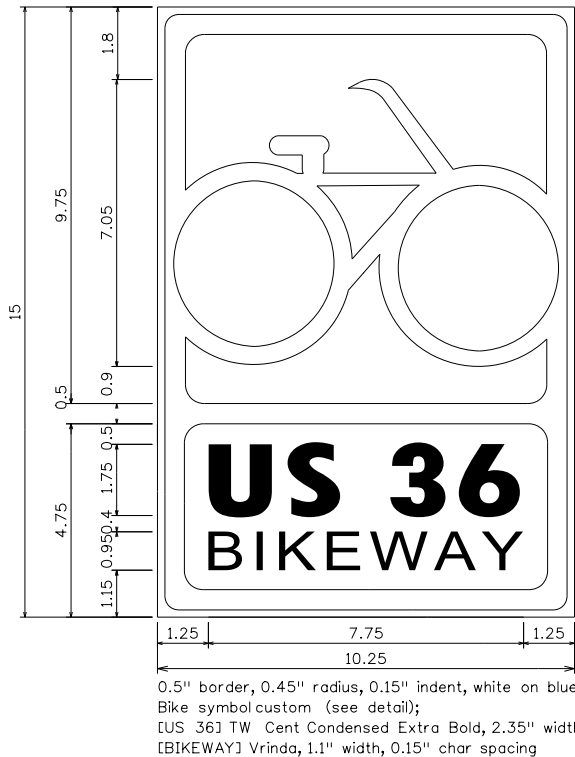
chengel 3:46:10 PM c:\pwworking\oma\dl1377342\18907TRAF_Plan_BPDTSS-03.dgn



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Mowing Restriction Delineator;
3.0" across sides No border, White;
SEE STANDARD PLAN S-612-1 FOR DELINEATOR
POST AND INSTALLATION INFORMATION



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Print Date: 4/22/2014
File Name: 18907TRAF_Plan_BPDTSS-04.dgn
Horiz. Scale: N/A Vert. Scale: N/A
Unit:
PLENARY ROADS DENVER WITH AMES/GRANITE JOINT VENTURE

Sheet Revisions		
Date:	Comments	Init.

Colorado Department of Transportation
 2000 South Holly Street Denver, Co 80222 Phone: 303-370-2040 FAX: 303-972-9114
Region 1 MHG

As Constructed
No Revisions:
Revised:
Void:

WEST US-36 BIKEWAY DETAIL SHEET			
Designer: M. MARTINEZ	Structure	Numbers	
Detailer: A. HENGEL			
Sheet Subset: BIKEWAY	Subset Sheets: 32 of 32		

Project No./Code
NH 0361-103
20062
Sheet: BPDTSS-04

